

31
- 100

Förteckning
å
Lokomotiv och Vagnar
samt
Snöplogar på hjul
vid
Statens Järnvägar
den 1 Januari 1905.

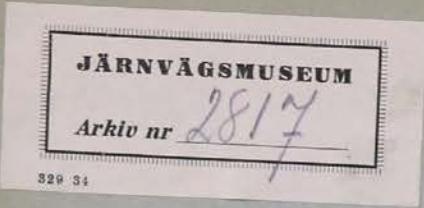
Ur Trafikverkets museers samlingar

Sveriges Järnvägsmuseum
Digitalisering 2015



31

Förteckning
å
Lokomotiv och Vagnar
samt
Snöplogar på hjul
vid
Statens Järnvägar
den 1 Januari 1905.



Bh L Frič, Libr.

Göta älv

KUNGL. JÄRVÄGSSTYRELSEN
TRAFIKBYRÅN
AFDELNINGEN FÖR VAGNFÖRDELNING



A2c

FÖRTECKNING

Å

LOKOMOTIV OCH VAGNAR

VID

STATENS JÄRVÄGAR

DEN 1 JANUARI 1905.

STOCKHOLM,
K. L. BECKMANS BOKTRYCKERI,
1905.

Cylindrarnes
dimensioner
och driftbju-
lens diameter
i mm.

Beteckningar för Lokomotivtyperna.

| | |
|---|-----------------------|
| Littera A omfattar okopplade snälltägslokomotiv med..... | 381×508 |
| Uppdelas i: | |
| » Aa, lokomotiv, som ej undergått förändring i sin ursprungliga konstruktion. | |
| » Ab1, » som erhållit nya ångpannor med 153 st. tuber. | |
| » Ab2, » » » » » 146 » » | |
| » B omfattar 4-kopplade personrägslokomotiv med | 394×508 |
| Uppdelas i: | |
| » Ba1, lokomotiv, som ej undergått förändring i sin ursprungliga konstruktion samt med 158 st. tuber. | |
| » Bb1, » som erhållit nya ångpannor med 150 st. tuber. | |
| » Bb2, » » » » » 141 » » | |
| » Ca omfattar 4-kopplade snälltägslokomotiv med | 394×559 |
| » Cb » » » » » 4-hjulig boggi och | 419×559 |
| » Cc » » » » » » | 420×559 |
| » D » » personrägslokomotiv. | 420×559 |
| Uppdelas i: | |
| » Da1, lokomotiv med 154 st. tuber. | |
| » Da2, » » 140 » » } med | 394×559 |
| » Db » » 164 » » } | 1570 |
| » De (förut litt. E) lokomotiv med | 419×559 |
| » Fb omfattar 6-kopplade godstägslokomotiv med | 406×508 |
| » G » » » » » | 406×610 |
| Uppdelas i: | |
| » Ga, lokomotiv, hvilka hafva pannor af ursprunglig konstruktion. | |
| » Gc, » » erhållit pannor af förändrad konstruktion. | |
| » H omfattar 6-kopplade godstägslokomotiv med | 406×610 |
| » IIc » » » » » 2-hjulig boggi och | 410×610 |
| » I » » växellokomotiv » tender och | 457×610 |
| » Ka » » godstägslokomotiv » | 394×559 |
| » Kb » » » » » | 419×559 |
| » Kc » » » » » | 419×559 |
| Uppdelas i: | |
| » Ke1, lokomotiv med 120 st. tuber. | |
| » Ke5, » » 138 » » , dubbla ramplåtar. | |
| » Kd omfattar 6-kopplade godstägslokomotiv med | 450×559 |
| » Ke » » » » » sidotanklokomotiv med | 450×559 |
| » L » » » personrägslokomotiv med 2-hjulig boggi och | 450×580 |
| » M » 8-kopplade godstägslokomotiv*) med 2-hjulig boggi och | $536; 810 \times 640$ |
| Uppdelas i: | |
| » Ma, lokomotiv med stor ångpanna och 304 st. tuber. | |
| » Mb, » » mindre » » 220 » » | |
| » N omfattar 8-kopplade sidotanklokomotiv med | 480×600 |
| » Ob » 4- » » » | 381×508 |
| » Oc » 4- » sadeltanklokomotiv med | 381×508 |
| Uppdelas i: | |
| » Oc1, lokomotiv med 136 st. tuber. | |
| » Oc2, » » 140 » » | 1566 |

| | |
|--|------------------------------------|
| Littera Pa omfattar 4-kopplade sadeltanklokotiv med | $\frac{406 \times 610}{1380}$ |
| » Pb » » » | » |
| » Q » » tanklokotiv. Uppdelas i: | |
| » Qn (förut litt. N), sidotanklokotiv med | $\frac{250 \times 260}{646}$ |
| » Qr (» » R), » » » | $\frac{330 \times 508}{1380}$ |
| » Qt (» » T), » » » | $\frac{330 \times 508}{1172}$ |
| » Qå (» » Å), sadeltank- » » | $\frac{330 \times 483}{1065}$ |
| » Qä (» » Ä), » » (byggnadslokotiv) med | $\frac{356 \times 508}{1220}$ |
| » Su omfattar 4-kopplade personstågslokotiv med | $\frac{368 \times 610}{1370}$ |
| » T » 6-kopplade personstågslokotiv*) med 4-hjulig boggi och | $\frac{508; 787 \times 610}{1575}$ |
| » U » » sidotank- » » | $\frac{380 \times 559}{1220}$ |
| » V » » tanklokotiv. Uppdelas i: | |
| »Vm (förut litt. M), sidotanklokotiv med | $\frac{330 \times 457}{1030}$ |
| » Vx (» » X), sadeltank- » » | $\frac{406 \times 610}{1370}$ |
| » Ya omfattar okopplade tanklokotiv med vattentanken mellan ramplåtarne och med | $\frac{220 \times 380}{1106}$ |
| » Yb » » » » » » » | » |
| » VKB » lokomotiv inköpta med Vestkustbanorna, delas uti: | |
| » VKBa1 » 4-kopplade personstågslokotiv med 1950 mm. långa koppelstänger och med | $\frac{406 \times 508}{1520}$ |
| » VKBa2 » » » » » » » | » |
| » VKBb » » » » » | $\frac{356 \times 508}{1380}$ |
| » VKBc » » » » » 4-hjulig boggi och med | $\frac{380 \times 508}{1422}$ |
| » VKBd » » » » » » » | $\frac{380 \times 500}{1400}$ |
| » VKBe » » » » » » » | $\frac{390 \times 500}{1520}$ |
| » VKBf » 6-kopplade godstågslokotiv | $\frac{400 \times 500}{1300}$ |
| » VKBg » » personstågs- » » 2-hjulig boggi och med | $\frac{410 \times 560}{1530}$ |
| » VKBh » 8- » godstågs- » » | $\frac{380 \times 500}{1050}$ |
| » VKBi » 4- » tank- » » | $\frac{320 \times 450}{1200}$ |

*) Lok. litt. M och T äro komoundlokotiv af Mellins system. **) Förut tillhörigt f. d. Göteborg—Hallands järnväg.

| Nr | Hundratal. | | | | | | | | | | | | |
|----|---------------------|-------------|-------|----------------|-----------------|------------------------------|-----------------|-----------------------------------|---------------------|-----------------|------------------|-----------------|----------------|
| | 0 | 1 | 2 | 3 | 4 | | | | | | | | |
| 00 | | | | | | | | | | | | | |
| 01 | Bb1 | | Aa | Da1 | ×10 (186) IV | Kc1 | △+ 10 | IV | D _b | ×10 (188) IV | | | |
| 02 | Ba1 | | o | " | ×10 (191) I | Kc5 | △+ 11 | IV | " | ×10 (187) IV | | | |
| 03 | " | | Gc | \| 10 | V " | ×10 (195) III | " | △+ 10 | IV | " | ×10 (196) IV | | |
| 04 | " |  | " | \| 10 | V " | ×10 (262) I | " | △+×10 | V | C _c | ○×10 | III | |
| 05 | " | | " | △W 10 | V " | ×10 (190) IV | " | △+×10 | V | " | ○×10 | III | |
| 06 | " |  | " | △ \| 10 (119) | V " | ×10 (192) I | Kc5 | △+×10 | V | Kd | △+ 10 (180) II | | |
| 07 | Bb1 |  | " | △ \| 10 | V " | ×10 | Kc1 | △+ 10 | IV | " | △+ 10 (200) I | | |
| 08 | " | ×10 | (6) | V " | △ \| 10 (172) | V " | Kc5 | △+×11 | V | " | △+ 10 (203) I | | |
| 09 | B _b ×△*) | | I | " | △ \| 10 | V " | ×10 (354) III | " | △+ 11 | IV | " | △+ 11 (209) II | |
| 10 | Ba1 | | " | W 10 | V " | ×10 (227) IV | " | △+ 11 | IV | " | + 11 (211) II | | |
| 11 | Bb1 | ×10 | II | △W 10 | V " | ×10 (297) III | Kc1 | △+ 10 | IV | " | △+ 11 (291) III | | |
| 12 | Ba1 | | Ga | \| 10 | V " | ×10 (115) IV | Kc5 | △+ 10 | IV | Q _{c2} | △× 10 | III | |
| 13 | " | | I | ○ 8,5 (129) II | " | ×10 (212) III | " | △+ 10 | IV | " | △× 10 | III | |
| 14 | " | | " | △○ 10 (128) II | " | ×10 | P _b | △ 10 | IV | Kd | △+ 11 (206) III | | |
| 15 | Bb1 | | " | ○ 10 (2) | II | Kb**) △ 10 | IV | " | V | " | △+ 10 (290) II | | |
| 16 | Ba1 | | " | ○ 10 (12) | II | " | △○ 10 | IV | " | " | △+ 10 (202) IV | | |
| 17 | " | | " | ○ 10 (124) II | Ka††) △ 10 | IV | " | 10 | V | C _c | ○×11 | III | |
| 18 | Bb1 | | " | ○ 10 (74) II | " | △ 10 | IV | Ca | ×10 (397) III | " | ○×11 | III | |
| 19 | Ba1 | | Ba2 | " | Kb**) △○ 10 | IV | " | ×10 (431) III | " | " | ○×10 | III | |
| 20 | Sl | | Bb1 | | Ka††) 10 | IV | D _{a1} | ×10 (118) I | " | " | ○×10 | II | |
| 21 | H*) | I | " | " | " | △ 10 | IV | " | ×10 (116) I | " | ○×11 | II | |
| 22 | " *) | I | Ba2 | " | Kb**) ○ 10 | IV | " | ×10 (113) I | " | " | ○×11 | II | |
| 23 | Ba1 | | Aa | " | Ka††) 10 | IV | D _{a2} | ×10 (185) III | " | " | ○×11 | I | |
| 24 | Oa | | " | " | Kb**) 10 | IV | " | ×10 (194) III | Kd | △+ 11 | (259) III | | |
| 25 | Ob | △ 10 | III | " | Qa | " | " | ×10 (340) III | " | △+ 10 | (325) III | | |
| 26 | Ba1 | | " | ×8,5 | V | " | " | ×10 (296) III | " | △+ 11 | (293) III | | |
| 27 | Bb1 | ×10 | II | Ab1 | ×9 | III | Ca | ×10 (391) I | D _{a1} | ×10 (198) III | " | △+ 11 (327) III | |
| 28 | " | ×10 | V | Aa | ×8,5 (114) III | " | " | ×10 (389) I | Kc5 | △+×10 | V | " | △+ 10 (205) II |
| 29 | Ba1 | | " | " | Kb | △○ 10 | IV | " | △+×10 | V | " | △+ 11 (240) III | |
| 30 | Fb | △ 9 | IV | " | " | △○ 10 | IV | " | △+ 11 | IV | " | △+ 11 (326) II | |
| 31 | " | △ 10 | IV | Gc | \| 10 | V " | " | △+×10 | V | " | △+ 10 (199) V | | |
| 32 | Ba1 | | Ga | △ 10 | V " | △○ 10 | IV | " | △+×10 | V | " | △+ 11 II | |
| 33 | Aa | | Gc | △ \| 10 | V " | △ 10 | IV | " | △+ 10 | V | " | △+ 10 V | |
| 34 | Ab2 |  | " | △ \| 10 | V | P _a 8,5 | III | " | △+ 10 | V | " | △+ 10 IV | |
| 35 | Ab1 | × 9 (38) II | Ga | " | " | †††) 8,5 | II | " | △+ 10 | V | " | △+ 10 III | |
| 36 | †" | × 9 | I | Gc | △ \| 10 | V " | " | 8,5 | III | " | △+×11 | IV | |
| 37 | Ab2 | × 9 (61) I | " | " | " | △ 8,5 | II | " | △+×10 | IV | " | △+ 11 III | |
| 38 | †Ab1 | 9 (35) I | Ga | " | D _{a1} | ×10 | IV | C _c ***) ○×11 (426) II | " | △+ 11 | III | | |
| 39 | " | × 9 (58) II | Gc | △ 10 | V | D _{a2} ×10 (295) II | " | ○×11 (427) II | " | △+ 10 | II | | |
| 40 | " | × 9 | I | " | \| 10 | V | D _{a1} | ×10 (341) III | C _b | ×10 (428) II | " | △+ 11 V | |
| 41 | Ba1 | | Ga | △ \| 10 | V | Kb 10 | IV | C _c ***) ○×11 (429) II | " | △+ 10 | II | | |
| 42 | Bb1 | ×10 (34) IV | Gc | △ \| 10 | V | " | △○ 10 | IV | C _b | ×10 (425) II | Q _a 9 | V | |
| 43 | †" | ×10 (41) I | " | W 10 | V " | △ 10 | IV | P _b △ 10 | I | " | 9 | V | |
| 44 | " |  | " | \| 10 | V | △○ 10 | IV | " | △ 10 | IV | " | 9 | V |
| 45 | " | ×10 | II | Ga | \| 10 | V " | " | ○ 10 | IV | " | △ 10 | V | 9 |
| 46 | Ba1 | | Gc | W 10 | V " | △○ 10 | IV | " | △ 10 | IV | " | △ 9 | V |
| 47 | Oa | | De | ×11 | IV | " | △○ 10 | IV | D _{a2} ×10 | II | " | 9 | V |
| 48 | M | | " | ×11 | IV | " | 10 | IV | " | ×10 | II | Kd | △+ 11 V |
| 49 | Fb | H | △ +10 | III | " | 10 | IV | " | ×10 | II | " | △+ 11 IV | |

Tecknens betydelse: X apparater för vakuumbroms, + häftstängsbrons, O ångbrons, | ledning för tryckluftbrons, △ värmelämningsapparat å godstags- och tanklokotiv; 11, 10, 9 etc. ångpannans tillätna ångtryck i kg. pr kvcm., W apparater för Westinghousebrons, N apparater för Newyorkbrons, □ slöpadrt. Siffror inom () att lokotivetet går med den tender ifrågavarande siffror angivna. De romerska siffrorna angivna tjänstgöringsdistrikten.

*) Lok. nr 9, 21 och 22 tillhör Örebro-Svartå järnvägsaktiebolag.

) Ångpannan är litt. Ka. * f. d. litt. Cb, erhållit ny panna litt. Ce.

† Afskrifvet. †† Ångpannan är litt. Kb. ††† Afställdt.

| M | Hundratal. | | | | | | | | | | | | |
|---------|-------------|------|------------|-----------|-------|-----------|-------------|-----------|-----------|------------|-----------|--|--|
| | O | | 1 | | 2 | | 3 | | 4 | | | | |
| 50 Fb | | | H △+ 10 | III Kb | △○ 10 | IV Da2 | ×10 | III Kd | △+ 11 | III | | | |
| 51 Bb2 | | | „ △ 8,5 | III „ | 10 | IV Da1 | ×10 | I „ | △+ 10 | II | | | |
| 52 Bb1 | | | „ △ 10 | III „ | △○ 10 | IV Da2 | ×10 | II „ | △+ 10 | IV | | | |
| 53 „ | | | „ △+ 10 | III „ | 10 | IV „ | ×10 | II „ | △+ 10 | IV | | | |
| 54 Bb2 | ×10 | II | „ △+ 10 | III „ | △○ 10 | IV „ | ×10 | (298) II | „ △+ 11 | I | | | |
| 55 Bb1 | | | „ △+ 10 | III Pa | 8,5 | I „ | ×10 | II „ | △+ 10 | V | | | |
| 56 Ab1 | | | „ △ 10 | III „ | △ 8,5 | II „ | ×10 | I „ | △+ 10 | II | | | |
| 57 „ | × 9 | II | Gc △ \| 10 | V „ | △ 8,5 | I Vz | | „ | △+ 10 | II | | | |
| 58 „ | | | „ △W 10 | V „ | △ 8,5 | I „ | | „ | △+ 10 | II | | | |
| 59 Aa | | | +Ga \| 10 | I Da1 | ×10 | (342) III | „ | „ | △+ 10 | II | | | |
| 60 Ab1 | × 9 | II | „ N 10 | V „ | ×10 | III Qb | | „ | △+ 11 | I | | | |
| 61 Aa | | | Gc △ \| 10 | V Ca | ×10 | (393) III | + „ △ 10 | I „ | △+ 11 | IV | | | |
| 62 +Ab2 | × 9 | I | „ △ \| 10 | (137) V | ×10 | (394) III | + „ △ 10 | I „ | △+ 11 | IV | | | |
| 63 Ab1 | × 9 | II | Pa 9 | I Kb | △○ 10 | IV „ | | *Cc ○×11 | II | | | | |
| 64 Fb | △ \| 9 (70) | V Pb | △ 10 | V „ | 10 | IV Ke5 | △+ 10 | IV „ | ○×11 | III | | | |
| 65 „ | △ \| 9 | V Pa | △ 8,5 | III „ | △○ 10 | IV „ | △+ 10 | IV „ | ○×11 | III | | | |
| 66 „ | △ \| 9 | V „ | △ 8,5 | III „ | ○ 10 | IV „ | △+ 11 | IV „ | ○×11 | I | | | |
| 67 „ | △ 10 | V | „ △ 8,5 | II „ | 10 | IV „ | △+×10 | V VKBa1 | ○×10 | MBJ.1 III | | | |
| 68 „ | | | „ △ 8,5 | I „ | 10 | IV „ | △+×10 | IV „ | ○×10 | „ 2 III | | | |
| 69 „ | | | +Ga △ \| 10 | I „ | △○ 10 | IV Pb | △ 10 | III „ | ○×10 | „ 3 III | | | |
| 70 „ | | | „ △ 10 | V „ | △○ 10 | IV „ | △ 10 | III „ | ○×10 | „ 4 III | | | |
| 71 „ | | | Gc W 10 | V „ | △ 10 | IV „ | △ 10 | IV „ | ○×10 | „ 5 III | | | |
| 72 „ | | | Ga W 10 | (108) V | △ 10 | IV +Vm | △ 8 | III „ | ○×10 | „ 6 III | | | |
| 73 „ | △ \| 9 | V Qa | 7 | I „ | △○ 10 | IV + „ | △ 8 | III VKBa2 | ×10 | MHJ.3 III | | | |
| 74 Aa | | | „ 7 | I „ | △○ 10 | IV Pb | △ 10 | IV „ | ×10 | „ 4 III | | | |
| 75 „ | × 8,5 (162) | II H | △+ 10 | III „ | △○ 10 | IV „ | △ 10 | I „ | ×10 | „ 5 III | | | |
| 76 Ab2 | × 9 | II | „ △+ 10 | III Pb | △ 10 | IV „ | △ 10 | I „ | ×10 | „ 6 III | | | |
| 77 Aa | | | „ △+ 10 | III „ | 10 | V „ | △ 10 | I „ | ×10 | GHB.1 III | | | |
| 78 Gc | △W 10 | V | „ △ 8,5 | III „ | △ 10 | V „ | △ 10 | I „ | ×10 | „ 2 III | | | |
| 79 Ga | * | | Da1 ×10 | IV „ | 10 | III „ | △ 10 | V „ | ×10 | „ 3 III | | | |
| 80 Gc | △ \| 10 | V | „ ×10 | (228) IV | „ | III Kc5 | △+×10 | IV „ | ×10 | „ 4 III | | | |
| 81 „ | △ \| 10 | V | „ ×10 | (189) I | Qr | △ 9,5 | IV „ | △+×10 | IV „ | ×10 | „ 5 III | | |
| 82 „ | W 10 | V | Da2 ×10 | (261) III | „ | | „ △+×10 | IV „ | ×10 | „ 6 III | | | |
| 83 „ | \| 10 | V | Da1 ×10 | (197) I | Sa | | „ △+×10 | V „ | ×10 | „ 7 III | | | |
| 84 „ | \| 10 | V | „ ×10 | III | „ | | „ △+×10 | V „ | ×10 | „ 8 III | | | |
| 85 Ga | △W 10 | V | Ca ×10 | (396) I | T | | ○c2 △× 10 | III VKBb | 10 | LEJ.1 III | | | |
| 86 Gc | △W 10 (106) | V | „ ×10 | (395) I | „ | | ○c1 △× 10 | III „ | 10 | „ 2 III | | | |
| 87 „ | △W 10 | V | „ ×10 | (401) I | +Su | 9,5 | I ○c2 △× 10 | III „ | 10 | „ 3 III | | | |
| 88 „ | W 10 | V | „ ×10 | (400) II | Vx | 9 | IV ○ △× 10 | III VKBc | 9 | „ 4 III | | | |
| 89 Pa | 8,5 | I | „ ×10 | (407) III | Va | | Kd △+ 11 | (183) II | VKBd | ○×10 | SHJ.4 III | | |
| 90 Gb | | | „ ×10 | (406) II | Da1 | ×10 | (193) III | „ △+ 11 | (210) III | „ ○×10 | „ 5 III | | |
| 91 Gc | △ \| 10 | V | „ ×10 | (390) III | „ | ×10 | (239) III | „ + 10 | (181) III | „ ○×10 | „ 6 III | | |
| 92 „ | △ \| 10 | V | „ ×10 | (414) II | „ | ×10 | (117) IV | „ + 10 | (201) III | VKBc ○×10 | „ 10 III | | |
| 93 „ | \| 10 | V | „ ×10 | (415) I | „ | ×10 | (338) III | „ + 10 | (324) II | VKBf △ ×10 | MHJ.1 III | | |
| 94 +Ba1 | 10 | I | „ ×10 | (408) III | „ | ×10 | III „ | △+×10 | (182) II | „ △ ×10 | „ 2 III | | |
| 95 „ | | | „ ×10 | (424) I | Ca | ×10 | (411) I | „ + 10 | (204) II | VKBg ○×10 | SHJ.11 II | | |
| 96 „ | | | „ ×10 | (402) II | „ | ×10 | (430) I | „ + 10 | (323) III | „ ○×10 | „ 12 II | | |
| 97 Ba2 | | | „ ×10 | (392) I | „ | ×10 | (410) I | „ △+ 10 | (213) II | „ ○×10 | „ 14 II | | |
| 98 „ | | | „ ×10 | (416) I | „ | ×10 | (409) I | ○c2 △× 10 | III VKBh | 10 | „ 1 III | | |
| 99 Aa | | | Da1 ×10 | (292) III | Ya | △ 10 | I „ △× 10 | III „ | „ 10 | „ 2 III | | | |

* Från och med nr 463 hafva alla lok. litt. Cc breda förarhytter.

Anm. Vid lokomotiv litt. VKB och lok. litt. Yb angifver efterstående beteckning och nummer lokomotivets f. d. egare och nummer. De romerska sifferna angifva tjänstgöringsdistriktet.

| Nr | Hundratal. | | | | | | | | | | | |
|----|------------|-------|-----------|----|-------|---------|----|----------|----------|-----|----------|-------|
| | 5 | | 6 | | 7 | | 8 | | 9 | | | |
| 00 | VKBh | 10 | SHJ.3 III | U | △+ 10 | I | Kd | △+ 11 | I | Mb | N△ 12 | V |
| 01 | VKBi | △ 10 | " 7 III | " | △+ 10 | I | " | △+ 11 | I | " | N△ 12 | V |
| 02 | " | △ 10 | " 8 III | Kd | △+ 11 | I | Ma | N△ 14 | V | " | N△ 12 | V |
| 03 | VKBk | | | " | △+ 11 | I | " | N△ 14 | V | " | N△ 12 | V |
| 04 | Yb | △ 10 | GHB12III | " | △+ 11 | I | Hc | △×+10 | III | L | O× 11,5 | IV |
| 05 | Qä | | | " | △+ 11 | I | T | O×△ 13,5 | II | " | O× 11,5 | IV |
| 06 | " | 9,5 | V | " | △+ 11 | I | " | O×△ 13,5 | III | " | O× 11,5 | III |
| 07 | " | | | " | △+ 11 | I | " | O×△ 13,5 | II | " | H○× 11,5 | IV |
| 08 | " | | | " | △+ 11 | I | " | O×△ 13,5 | III | " | H○× 11,5 | I |
| 09 | " | | | " | △+ 11 | I | " | O×△ 13,5 | I | " | ..... |  |
| 10 | " | | | " | △+ 11 | I | " | O×△ 13,5 | II | " | ..... |  |
| 11 | Kd | △+ 11 | | II | " | (699) I | " | O×△ 13,5 | II | " | ..... |  |
| 12 | " | △+ 11 | | II | Ce | O×11 | II | " | O×△ 13,5 | I | " | ..... |
| 13 | " | △+ 11 | I | " | O×11 | I | " | O×△ 13,5 | I | " | ..... |  |
| 14 | " | △+ 11 | V | " | O×11 | II | " | O×△ 13,5 | I | " | O× 11,5 | V |
| 15 | " | △+ 11 | I | " | O×11 | III | Ke | O+△ 11 | I | " | O× 11,5 | V |
| 16 | " | △+ 11 | I | " | O×11 | I | " | O+△ 11 | I | " | O× 11,5 | V |
| 17 | " | △+ 11 | I | " | O×11 | I | " | O+△ 11 | I | " | O× 11,5 | III |
| 18 | " | △+ 11 | V | " | O×11 | I | " | O+△ 11 | II | " | O× 11,5 | III |
| 19 | " | △+ 11 | II | " | O×11 | II | " | O+△ 11 | II | " | ..... |  |
| 20 | " | △+ 11 | II | " | O×11 | II | " | O+△ 11 | III | " | ..... |  |
| 21 | " | △+ 11 | III | " | O×11 | I | " | O+△ 11 | III | " | ..... |  |
| 22 | " | △+ 11 | III | " | O×11 | I | " | O+△ 11 | I | " | ..... |  |
| 23 | Ce | O×11 | III | " | O×11 | III | " | O+△ 11 | I | " | ..... |  |
| 24 | " | O×11 | III | Kd | △+ 11 | V | " | O+△ 11 | II | T | O×△ 13,5 | II |
| 25 | " | O×11 | I | " | △+ 11 | I | Kd | △+ 11 | I | " | O×△ 13,5 | II |
| 26 | " | O×11 | III | " | △+ 11 | I | " | △+ 11 | I | " | ..... |  |
| 27 | " | O×11 | I | " | △+ 11 | III | " | △+ 11 | I | " | ..... |  |
| 28 | " | H○×11 | I | " | △+ 11 | III | " | △+ 11 | I | " | ..... |  |
| 29 | " | O×11 | I | " | △+ 11 | III | " | △+ 11 | I | " | ..... |  |
| 30 | " | O×11 | I | " | △+ 11 | I | " | △+ 11 | I | " | ..... |  |
| 31 | " | O×11 | III | " | △+ 11 | I | " | △+ 11 | I | " | ..... |  |
| 32 | " | O×11 | III | " | △+ 11 | I | " | △+ 11 | I | " | ..... |  |
| 33 | " | O×11 | I | " | △+ 11 | III | Ce | O× | 11 | I | " | |
| 34 | " | O×11 | II | N | O△ 12 | III | " | O× | 11 | I | L | |
| 35 | " | O×12 | I | " | O△ 12 | I | " | H○× | 11 | I | " | |
| 36 | Kd | △+ 11 | I | " | O△ 12 | III | " | O× | 11 | II | " | |
| 37 | " | △+ 11 | I | " | O△ 12 | III | " | O× | 11 | II | " | |
| 38 | " | △+ 11 | I | " | O△ 12 | II | " | O× | 11 | I | " | |
| 39 | " | △+ 11 | II | " | O△ 12 | III | " | O× | 11 | II | " | |
| 40 | " | △+ 11 | III | " | O△ 12 | III | " | O× | 11 | II | " | |
| 41 | " | △+ 11 | III | " | O△ 12 | III | " | O× | 11 | III | " | |
| 42 | " | △+ 11 | III | " | O△ 12 | I | " | O× | 11 | I | " | |
| 43 | " | △+ 11 | II | " | O△ 12 | II | " | O× | 11 | III | " | |
| 44 | " | △+ 11 | III | " | O△ 12 | I | " | O× | 11 | I | " | |
| 45 | " | △+ 11 | III | " | O△ 12 | III | " | O× | 11 | III | | |
| 46 | " | △+ 11 | I | Mb | N△ 12 | V | " | O× | 11 | I | | |
| 47 | " | △+ 11 | III | " | N△ 12 | V | " | O× | 11 | I | | |
| 48 | " | △+ 11 | III | " | N△ 12 | V | " | O× | 11 | I | | |
| 49 | " | △+ 11 | III | " | N△ 12 | V | T | O×△ 13,5 | I | | | |

Tecknens betydelse: X apparater för vakuumbroms, + häftstångsbroms, O ångbroms, W apparater för Westinghousebroms, N apparater för Newyorkbroms, △ värmeledningsapparat å godstågs- eller tanklokotiv, | ledning för tryckluftbroms.

▀ siffrorna 14, 12, 11, 10, 9,5 etc. angifva ångpannans tillåtna ångtryck i kg. pr kvcm, lokotiv under tillverkning, ifrågavarande siffror angivna.

* Från och med nr 513 hafva alla lok. litt. Kd breda förarhytter.

** Lok. nr 535 är komound, enligt Gölsdorfs system. Cylindrarnes diameter: 450 och 680 mm.

| M | Hundratal. | | | | | | | | |
|----|------------|---------|-----|----|---------|-------|--------|---------|-----|
| | 5 | 6 | 7 | 8 | | | 9 | | |
| 50 | Cc | ○×11 | III | Mb | N△ 12 | V | T | ○×△13,5 | III |
| 51 | " | ○×11 | III | "* | N△ 12 | V | " | ○×△13,5 | III |
| 52 | " | ○×11 | III | Ma | N△ 14 | V | " | ○×△13,5 | II |
| 53 | " | ○×11 | I | " | N△ 14 | V | " | ○×△13,5 | II |
| 54 | " | ○×11 | I | " | N△ 14 | V | " | ○×△13,5 | II |
| 55 | " | ○×11 | III | " | N△ 14 | V | " | ○×△13,5 | II |
| 56 | " | ○×11 | II | " | N△ 14 | V | " | ○×△13,5 | I |
| 57 | " | ○×11 | I | " | N△ 14 | V | " | ○×△13,5 | I |
| 58 | " | ○×11 | I | " | N△ 14 | V | " | ○×△13,5 | I |
| 59 | " | ○×11 | II | " | N△ 14 | V | " | ○×△13,5 | II |
| 60 | " | ○×11 | I | " | N△ 14 | V | " | ○×△13,5 | I |
| 61 | " | ○×11 | III | " | N△ 14 | V | Mb | N△ 12 | V |
| 62 | " | ○×11 | III | T | ○×△13,5 | I | " | N△ 12 | V |
| 63 | " | ○×11 | III | " | ○×△13,5 | I | " | N△ 12 | V |
| 64 | Kd | △+ 11 | III | " | ○×△13,5 | I | "**) N | N△ 12 | V |
| 65 | " | △+ 11 | I | " | ○×△13,5 | III | Ke | ○+△ 11 | III |
| 66 | " | △+ 11 | I | " | ○×△13,5 | III | " | ○+△ 11 | III |
| 67 | " | △+ 11 | III | " | ○×△13,5 | III | " | ○+△ 11 | I |
| 68 | " | △+ 11 | III | Cc | H○× 11 | II | " | ○+△ 11 | I |
| 69 | " | △+ 11 | I | " | H○× 11 | II | " | ○+△ 11 | II |
| 70 | " | △+ 11 | III | " | ○× 11 | II | " | ○+△ 11 | II |
| 71 | " | △+ 11 | III | " | ○× 11 | II | " | ○+△ 11 | I |
| 72 | " | △+ 11 | I | " | ○× 11 | II | " | ○+△ 11 | II |
| 73 | " | △+ 11 | I | " | ○× 11 | I | " | ○+△×11 | II |
| 74 | N | △W 12 | V | " | ○× 11 | I | " | ○+△ 11 | I |
| 75 | " | △W 12 | V | " | ○× 11 | I | " | ○+△ 11 | III |
| 76 | " | △W 12 | V | " | ○× 11 | I | " | ○+△ 11 | III |
| 77 | " | △W 12 | V | " | ○× 11 | I | Ma | N△ 14 | V |
| 78 | " | △W 12 | V | Kd | △+ 11 | I | " | N△ 14 | V |
| 79 | " | △W 12 | V | " | △+ 11 | III | " | N△ 14 | V |
| 80 | " | △W 12 | V | " | △+ 11 | I | " | N△ 14 | V |
| 81 | " | △W 12 | V | " | △+ 11 | III | " | N△ 14 | V |
| 82 | T | ○×△12,5 | II | " | △+ 11 | III | T | ○×△13,5 | II |
| 83 | " | ○×△12,5 | II | " | △+ 11 | I | " | ○×△13,5 | II |
| 84 | " | ○×△12,5 | II | " | △+ 11 | II | " | ○×△13,5 | III |
| 85 | " | ○×△12,5 | II | " | △+ 11 | II | " | ○×△13,5 | III |
| 86 | " | ○×△12,5 | II | " | △+ 11 | I | " | ○×△13,5 | II |
| 87 | " | ○×△12,5 | III | " | △+ 11 | II | Ke | ○+△ 11 | III |
| 88 | " | ○×△12,5 | III | " | △+ 11 | I | " | ○+△ 11 | II |
| 89 | " | ○×△12,5 | III | " | △+ 11 | II | " | ○+△ 11 | II |
| 90 | " | ○×△12,5 | III | " | △+ 11 | II | " | ○+△ 11 | IV |
| 91 | " | ○×△12,5 | III | " | △+ 11 | II | " | ○+△ 11 | V |
| 92 | U | △+ 10 | I | " | △+ 11 | I | " | ○+△ 11 | I |
| 93 | " | △+ 10 | I | " | △+ 11 | I | " | ○+△ 11 | I |
| 94 | " | △+ 10 | I | " | △+ 11 | I | " | ○+△ 11 | I |
| 95 | " | △+ 10 | I | " | △+ 11 | I | L | ○× 11,5 | IV |
| 96 | " | △+ 10 | I | " | △+ 11 | I | " | ○× 11,5 | IV |
| 97 | " | △+ 10 | I | " | △+ 11 | I | " | ○× 11,5 | I |
| 98 | " | △+ 10 | I | " | △+ 11 | I | " | ○× 11,5 | IV |
| 99 | " | △+ 10 | I | " | △+ 11 | (611) | I | ○× 11,5 | IV |

* Lok. 651 har en särskildt för torfledning afsedd, stor eldstad.

** Lok. 764 är ej kompound; cylindrarnes diam. 500 mm.

| Nr | H u n d r a t a l. | | | | | | |
|----|--------------------|-----------|-------------------|-----------|-----------------|--|------------------|
| | 0 | 1 | 2 | 3 | 4 | | |
| 00 | | | DK (407) | | DK | | C × (188) |
| 01 | B | n | " (392) | " | " | | " × (187) |
| 02 | " (115) | n | " (416) | " | " | | " × (196) |
| 03 | | G | " (408) | ✓ | | | " × |
| 04 | n | " | " \| (395) | ✓ | | | " × |
| 05 | n | n | " (428) | " | | | " × |
| 06 | " ✓ (8) | n | " (414) | ✓ | | | " × (190) |
| 07 | | n | " × | " | | | " × (189) |
| 08 | | n | " × | ✓ | | | " × (194) |
| 09 | Bö**) ✓ | n | " (409) | " | | | " × (298) |
| 10 | B | n | " (390) | " | | | " × (297) |
| 11 | " ✓ | n | " (410) | " | | | " × (295) |
| 12 | " (116) | n | " × (213) | " | | | |
| 13 | | I | ✓(322) | " \| (397) | " | | |
| 14 | n *? | n | ✓(128) | " × | | | C × (192) |
| 15 | | n | ✓(212) | " | | | " × (193) |
| 16 | n | n | ✓(321) | " | | | " × (198) |
| 17 | n | n | ✓(292) | " | | | " × |
| 18 | n | n | ×(320) | " | | | " × |
| 19 | n | n | B \| (106) | " | | | " × |
| 20 | Sl | n | " | | | | " × |
| 21 | H**) | n | " | | | | " × |
| 22 | n **) | n | " | | | | " × |
| 23 | B | A | " | | | | " × |
| 24 | " | " ✓ (117) | " | | DK (396) | | " × (195) |
| 25 | | † n × ? | | | " (425) | | " × (342) |
| 26 | B | " ✓ | | | " (430) | | " × (338) |
| 27 | " ✓ | " ✓ | DK × (210) | | " (427) | | " × (339) |
| 28 | " ✓ | " ✓ (114) | " × (180) | | " ✓ | | " × (340) |
| 29 | n | " ✓ (113) | " | | " ✓ | | " × (341) |
| 30 | Fb | n | " | | " | | " × (296) |
| 31 | n | G | " | | " ✓ | | " × (319) |
| 32 | B | n | " | | " ✓ | | Kd |
| 33 | A | n | " | | " | | " |
| 34 | " ✓ (42) | n | " | | " | | " |
| 35 | † n (38) | n | " | | " | | " |
| 36 | † n ✓ | n | " | | " ✓ | | " |
| 37 | n | n | (162) | | " ✓ | | " |
| 38 | n × (35) | n | DK × | | " × (293) | | " |
| 39 | n | n | n × (291) | | " × (205) | | " |
| 40 | n × | n | " (429) | | " × (325) |  | " \| |
| 41 | †B ✓ (43) | n | " | | " × (240) | | " |
| 42 | n ✓ * | n | " | | " × (259) | | |
| 43 | n | n | " | | | | |
| 44 | n | n | " | | | | |
| 45 | n ✓ | n | " | | | | |
| 46 | n | n | " | | | | |
| 47 | | De ✓ | " | | DK × | | |
| 48 | A | n | " ✓ | | " × | | Kd |
| 49 | Fb | H | " | | " × | | " |

Tecknens betydelse: × vakuumbroms, + häftstångsbroms, ✓ vakuumrör, □ sloopad, | ledning för tryckluftbroms.
Siffror inom () att tendern går med det lokomotiv ifrågavarande siffror angifta.

† Afskriften.

Obs. Tendar ligg. A äro 4-hjuliga och passa till lok. ligg. A.

n n B och F n n n n n n B och F.
n n DK n Kd n n n n n n Da, Db, Ka, Kb, Kc och Kd.

*) Afställd.

**) Tendarne nr 9, 21 och 22 tillhör Örebro-Svartå järnvägsaktiebolag.

| Nr | Hundratal. | | | | | | |
|----|------------|-----------|-----------|---|-----------|----------|--|
| | 0 | 1 | 2 | . | 3 | 4 | |
| 50 | Fb | H | DK | | DK X | Kd | |
| 51 | B | " | " | | " X | " | |
| 52 | " | " | " | | " X | " | |
| 53 | " | " | " | | " X | " | |
| 54 | " V | " | " | | " X (209) | " | |
| 55 | " | " | " | | " X | " | |
| 56 | A | " | " | | " X | " | |
| 57 | " X | G | | | | " | |
| 58 | + " X (39) | " | | | | " | |
| 59 | " | + " | DK (424) | | | " | |
| 60 | " X | " | " X | | | " | |
| 61 | " X (37) | " | " X (182) | | | " | |
| 62 | + " X | " V (75) | " X (203) | | | " | |
| 63 | " X | " | " | | | *C X | |
| 64 | + Fb (?) | " | " | | DK | " X | |
| 65 | " | " | " | | " | " X | |
| 66 | " | " | " | | " | " X | |
| 67 | " | " | " | | " V | VKBa1 V | |
| 68 | " | " | " | | " V | " V | |
| 69 | " | + G | " | | " | " V | |
| 70 | " \| (64) | " | " | | | " V | |
| 71 | " | " \| | " |  |  | " V | |
| 72 | " | " \| (108) | " | | | " V | |
| 73 | " \| | " | " |  |  | VKBa2 X | |
| 74 | A (118) | " | " | | | " X | |
| 75 | " | H | " | | | " X | |
| 76 | " X | " | " | | | " X | |
| 77 | " | " | " | | | " X | |
| 78 | G \| | " | " |  |  | " X | |
| 79 | " | DK X | | | | " X | |
| 80 | " \| | " (406) | | | DK V | " X | |
| 81 | " \| | " (391) | | | " V | " X | |
| 82 | " \| | " V (394) | | | " V | " X | |
| 83 | " \| | " (389) | | | " V | " X | |
| 84 | " \| | " X | Sa | | " V | " X | |
| 85 | " \| | " X (323) | | | | VKBb | |
| 86 | " | " X (200) | | | | " | |
| 87 | " \| | " X (401) | + Su | | | VKBc | |
| 88 | " \| | " X (400) | | | | VKBd + V | |
| 89 | " \| | " X (181) | | | C X (228) | | |
| 90 | G | " X (204) | DK (415) | | " X (191) | " + V | |
| 91 | " \| | " X (201) | " (411) | | " X (227) | " + V | |
| 92 | " \| | " X (206) | " X (199) | | " X (197) | VKBe V | |
| 93 | " \| | " X (290) | " (426) | | " X (261) | VKBf V | |
| 94 | + B (?) | " X (324) | " X | | " X (262) | " V | |
| 95 | " | " X (202) | " X (239) | | " X (186) | VKBg X | |
| 96 | " | " X (402) | " X (326) | | " X (185) | " X | |
| 97 | " | " X (183) | " X (211) | | " X (318) | " V | |
| 98 | " | " X (327) | " X (354) | | | VKBh | |
| 99 | A | " (431) | | | | " | |

Obs. Tendrar litt. C äro 6-hjuliga och passa till lok. litt. Ca, Cb, Cc, och T. Tendrar litt. Hc äro 4-hjuliga och passa till lok. litt. He.

" " G och I " " " " " " " " G och I **).

" " H " 4- " " " " " " H.

" " L " " G " " " " " " L.

" " M " " " " " " Ma, Mb.

" " T " " " " " " T (nr 582-591).

* Från och med nr 463 hafva alla tendrar litt. C bred fotplåt och skärm.

** Litt. I-tendar passa äfven till lok. litt. D.

| N° | H u n d r a t a l | | | | | | | |
|----|-------------------|--|---------|--|------|--|---------|---|
| | 5 | | 6 | | 7 | | 8 | |
| 00 | VKBh | | | | Kd | | M | N |
| 01 | | | | | " | | " | N |
| 02 | | | Kd | | M N | | " | N |
| 03 | | | " | | " N | | " | N |
| 04 | | | " | | Hc X | | L | X |
| 05 | | | " | | C X | | " | X |
| 06 | | | " | | " X | | " | X |
| 07 | | | " | | " X | | " | X |
| 08 | | | " | | " X | | " | X |
| 09 | | | " | | " X | | " | |
| 10 | | | " | | " X | | " | |
| 11 | Kd | | " (699) | | " X | | " | |
| 12 | " | | C X | | " X | | " | |
| 13 | * " \| |  | " X | | " X | | " | |
| 14 | " \| |  | " X | | " X | | " X | |
| 15 | " | | " X | | | | " X | |
| 16 | " | | " X | | | | " X | |
| 17 | " | | " X | | | | " X | |
| 18 | " | | " X | | | | " X | |
| 19 | " | | " X | | | | " | |
| 20 | " | | " X | | | | " | |
| 21 | " | | " X | | | | " | |
| 22 | " | | " X | | | | " | |
| 23 | C X | | " X | | | | " | |
| 24 | " X | | Kd \| |  |  |  | C X | |
| 25 | " X | | " | | Kd | | " X | |
| 26 | " X | | " | | " | | " | |
| 27 | " X | | " | | " | | " | |
| 28 | " X | | " | | " | | " | |
| 29 | " X | | " | | " | | " | |
| 30 | " X | | " | | " | | " | |
| 31 | " X | | " | | " | | " | |
| 32 | " X | | " | | " | | " | |
| 33 | " X | | " | | C X | | " | |
| 34 | " X | | " | | " X | | L | |
| 35 | " X | | | | " X | | " | |
| 36 | Kd | | | | " X | | " | |
| 37 | " | | | | " X | | " | |
| 38 | " | | | | " X | | " | |
| 39 | " | | | | " X | | " | |
| 40 | " | | | | " X | | " | |
| 41 | " | | | | " X | | " | |
| 42 | " | | | | " X | | " | |
| 43 | " | | | | " X | | " | |
| 44 | " | | | | " X | | " | |
| 45 | " | | | | " X | | | |
| 46 | " | | M N | | " X | | | |
| 47 | " | | " N | | " X | | | |
| 48 | " | | " N | | " X | | | |
| 49 | " | | " N | | " X | | | |

Tecknens betydelse: tenderar under tillverkning, X vakuumbroms, O ångbroms, N Newyorkbroms, V vakuumrör,

| ledning för tryckluftbroms. Siffror inom () att tendern går med det lokomotiv, ifrågavarande siffror angifva.

* Från och med nr 513 hafva alla Kd-tenderar bred fotplåt och skärm.

| N° | H u n d r a t a l. | | | | | | | |
|----|--------------------|---|---|----|-------|---|---|---|
| | 5 | | 6 | | 7 | | 8 | |
| 50 | C | X | | M | N | | C | X |
| 51 | " | X | | " | N | | " | X |
| 52 | " | X | | " | N | | " | X |
| 53 | " | X | | " | N | | " | X |
| 54 | " | X | | " | N | | " | X |
| 55 | " | X | | " | N | | " | X |
| 56 | " | X | | " | N | | " | X |
| 57 | " | X | | " | N | | " | X |
| 58 | " | X | | " | N | | " | X |
| 59 | " | X | | " | N | | " | X |
| 60 | " | X | | " | N | | " | X |
| 61 | " | X | | " | N | | M | N |
| 62 | " | X | | C | X | | " | N |
| 63 | " | X | | " | X | | " | N |
| 64 | Kd | | | " | X | | " | N |
| 65 | " | | | " | X | | | |
| 66 | " | | | " | X | | | |
| 67 | " | | | " | X | | | |
| 68 | " | | | " | X | | | |
| 69 | " | | | " | X | | | |
| 70 | " | | | " | X | | | |
| 71 | " | | | " | X | | | |
| 72 | " | | | " | X | | | |
| 73 | " | | | " | X | | | |
| 74 | | | | " | X | | | |
| 75 | | | | " | X | | | |
| 76 | | | | " | X | | | |
| 77 | | | | " | X | M | N | |
| 78 | | | | Kd | | " | N | |
| 79 | | | | " | | " | N | |
| 80 | | | | " | | " | N | |
| 81 | | | | " | | " | N | |
| 82 | T | O | V | | | C | X | |
| 83 | " | O | V | | | " | X | |
| 84 | " | O | V | | | " | X | |
| 85 | " | O | V | | | " | X | |
| 86 | " | O | V | | | " | X | |
| 87 | " | O | V | | | | | |
| 88 | " | O | V | | | | | |
| 89 | " | O | V | | | | | |
| 90 | " | O | V | " | | | | |
| 91 | " | O | V | " | | | | |
| 92 | | | | " | | | | |
| 93 | | | | " | | | | |
| 94 | | | | " | | | | |
| 95 | | | | " | | L | X | |
| 96 | | | | " | | " | X | |
| 97 | | | | " | | " | X | |
| 98 | | | | " | | " | X | |
| 99 | | | | " | (611) | " | X | |

Summarisk förteckning
öfver befintliga lokomotiv och tendrar den 1 Januari 1905.

| Hufvudlittera. | Underlittera. | Lokomotivtyp. | Lokomotiv. | | | | | Tendrar. | | | |
|----------------|---------------|---------------------------------------|--|------------------------------|---|---------|-----------------------------|--|----------|----|------------------|
| | | | Däraf försedda med | | | Slopade | Antal af hvarje littera. | Däraf för- sedda med vakumbröms. | Slopade. | | |
| | | | Tillfoten maximitas- het. Km. pr timmo. | Apparater för vakumbroms. | godstågslok. med häftstängs- broms. | | | | | | |
| A | | Okopplade snälltågslokomotiv..... | 15 | 90 | 14 | — | 2 | 15 | 17 | A | 19 |
| Aa | | | 3 | 3 | — | — | 2 | 12 | 14 | | 10 |
| Ab1 | | | 9 | 8 | — | — | — | 2 | 2 | | 7 |
| Ab2 | | | 3 | 3 | — | — | — | 1 | 1 | | 14 |
| B | | Fyrkopplade personstågslokomotiv..... | 9 | 75 | 8 | — | 1 | 31 | 32 | B | 13 |
| Ba1 | | | 1 | — | — | — | — | 21 | 21 | | |
| Bb1 | | | 7 | 7 | — | — | 1 | 9 | 10 | | |
| Bb2 | | | 1 | 1 | — | — | — | 1 | 1 | | |
| C | | Fyrkopplade snälltågslokomotiv..... | 108 | 90 | 108 | — | 82 | — | — | C | 143 |
| Ca | | | 24 | 24 | — | — | — | — | — | | 143 |
| Cb | | | 2 | 2 | — | — | — | — | — | | — |
| Cc | | | 82 | 82 | — | — | 82 | — | — | | — |
| D | | Fyrkopplade personstågslokomotiv..... | 55 | 75 | 55 | — | — | — | — | DK | 150 |
| Da1 | | | 35 | 35 | — | — | — | — | — | | 48 |
| Da2 | | | 15 | 15 | — | — | — | — | — | | 18 ²⁾ |
| Db | | | 3 | 3 | — | — | — | — | — | | — |
| De | | | 2 | 2 | — | — | — | — | — | De | 2 |
| Fb | | Sexkopplade godstågslokomotiv..... | 7 | 60 | — ⁶⁾ | — | — | 1 | 6 | F | 8 |
| G | | ” ” ” | 46 | 60 | — ¹⁾ | — | — | 1 | 3 | G | 46 |
| Ga | | | 10 | — | — | — | — | 2 | 3 | | |
| Gc | | | 36 | — | — | — | — | 1 | 1 | | |
| H | | Sexkopplade godstågslokomotiv..... | 12 | 60 | — | 8 | — | — | — | H | 12 |
| Hc | | ” ” ” | 1 | 60 | 1 | 1 | — | — | — | Hc | 1 |
| I | | växellokomotiv | 6 | 45 | — | — | 6 | — | — | I | 1 |
| Ka | | ” godstågslokomotiv | 5 | 60 | — | — | — | — | — | DK | 5 |
| Kb | | ” ” ” | 37 | 60 | — | — | 22 | — | — | | |
| Kc1 | | ” ” ” | 4 | 60 | — | 4 | — | — | — | | |
| Kc5 | | ” ” ” | 30 | 60 | 17 | 30 | — | — | — | | |
| Kd | | ” ” ” | 139 | 60 | 1 ¹⁰⁾ | 139 | — | — | — | Kd | 113 |
| Kc | | sidotanklokomotiv | 30 | 60 | 1 | 30 | 30 | — | — | | — ²⁾ |
| L | | ” personstågslokomotiv | 15 | 75 | 15 | — | 15 | — | — | L | 15 |
| M | | Attakopplade godstågslokomotiv | 31 | 45 | — | — | — | — | — | M | 31 |
| Ma | | | 17 | — | — ⁷⁾ | — | — | — | — | | — ⁸⁾ |
| Mb | | | 14 | — | — ⁹⁾ | — | — | — | — | | — |

¹⁾ 1 lokomotiv litt. G är försedda med Newyorkbroms, 14 lokomotiv litt. G är försedda med apparater för Westinghousebroms och 28 st. med rörledning för tryckluftbroms. ²⁾ 42 tendrar litt. G, 4 st. litt. F, 2 st. litt. DK, 3 st. litt. Kd och 1 st. litt. B är försedda med rörledning för tryckluftbroms. ³⁾ 8 lokomotiv är försedda med apparater för Westinghousebroms. ⁴⁾ Alla tendrar försedda med häftstängsbroms. ⁵⁾ Alla tendrar försedda med ångbroms. ⁶⁾ 4 lokomotiv litt. Fb är försedda med rörledning för tryckluftbroms. ⁷⁾ Alla lokomotiv är försedda med Newyorkbroms. ⁸⁾ Alla tendrar litt. M är försedda med Newyorkbroms. ⁹⁾ Alla lokomotiv är försedda med Newyorkbroms. ¹⁰⁾ 5 lokomotiv är försedda med rörledning för tryckluftbroms.

| Underittra. | Hufvudlittera. | Lokomotivtyp. | Lokomotiv. | | | | | | Tendrar. | | | Slopade. | |
|---|---------------------------------------|---------------|-------------|---------------------------|-------------------|-----------------------|-----------------------------|----------|----------|----|------|----------|--|
| | | | Slopade | | | Däraf försedda med | Antal af hvarje littera. | Littera. | | | | | |
| | | | totalsumma. | under före- gående år. | under år 1904. | | | | | | | | |
| N | Åttakopplade sidotanklokomotiv | 20 | 45 | — ³⁾ | — | 12 | — | — | — | — | — | | |
| O | Fyrkopplade tanklokomotiv | 9 | 60 | 8 | — | — | — | — | — | — | — | | |
| Ob | ” sidotanklokomotiv | 1 | — | — | — | — | — | — | — | — | — | | |
| Oe1 | ” sadeltanklokomotiv | 1 | — | 1 | — | — | — | — | — | — | — | | |
| Oe2 | ” ” | 7 | — | 7 | — | — | — | — | — | — | — | | |
| P | Fyrkopplade sadeltanklokomotiv | 37 | 60 | — | — | — | — | — | — | — | — | | |
| Pa | ..... | 14 | — | — | — | — | — | — | — | — | — | | |
| Pb | ..... | 23 | — | — | — | — | — | — | — | — | — | | |
| Q | Fyrkopplade tanklokomotiv | 12 | — | — | — | — | — | — | — | — | — | | |
| Qn | ..... | 2 | 45 | — | — | — | — | — | — | — | — | | |
| Or | ..... | 1 | 60 | — | — | — | — | — | — | — | — | | |
| Qt | ..... | 2 | — | — | — | — | — | — | — | — | — | | |
| Qa | ..... | 6 | 45 | — | — | — | — | — | — | — | — | | |
| Qä | ..... | 1 | 45 | — | — | — | — | — | — | — | — | | |
| Su | Fyrkopplade personrägslokomotiv | 1 | 60 | — | — | — | — | — | — | — | — | | |
| T | Sexkopplade personrägslokomotiv | 45 | 75 | 45 | — | 45 | — | — | — | — | — | | |
| U | ” sidotank- ” | 10 | 45 | — | 9 | — | — | — | — | — | — | | |
| V | ” tank- ” | 3 | — | — | — | — | — | — | — | — | — | | |
| Vm | ..... | 2 | — | — | — | — | — | — | — | — | — | | |
| Vx | ..... | 1 | 60 | — | — | — | — | — | — | — | — | | |
| Y | Okopplade tanklokomotiv | 2 | 45 | — | — | — | — | — | — | — | — | | |
| Ya | ..... | 1 | — | — | — | — | — | — | — | — | — | | |
| Yb | ..... | 1 | — | — | — | — | — | — | — | — | — | | |
| VKB | Lokomotiv från Vestkustbanorna | 36 | — | 27 | — | 13 | — | — | — | — | — | | |
| ” a1 | Fyrkopplade personrägslokomotiv | 6 | 75 | 6 | — | 6 | — | — | — | — | — | | |
| ” a2 | ” ” | 12 | 75 | 12 | — | — | — | — | — | — | — | | |
| ” b | ” ” | 3 | 60 | — | — | — | — | — | — | — | — | | |
| ” c | ” ” | 1 | 60 | — | — | — | — | — | — | — | — | | |
| ” d | ” ” | 3 | 60 | 3 | — | 3 | — | — | — | — | — | | |
| ” e | ” ” | 1 | 60 | 1 | — | 1 | — | — | — | — | — | | |
| ” f | Sexkopplade godstagslokomotiv | 2 | 60 | 2 | — | — | — | — | — | — | — | | |
| ” g | ” personrägs- ” | 3 | 60 | 3 | — | 3 | — | — | — | — | — | | |
| ” h | Åttakopplade godstags- ” | 3 | 45 | — | — | — | — | — | — | — | — | | |
| ” i | Fyrkopplade tank- ” | 2 | 45 | — | — | — | — | — | — | — | — | | |
| Utgångna littera: Ba2 4 st., Qa 2 st., Va 1 st., Vz 3 st., VKBk 1 st., Sl 1 st., Oa 2 st., Sa 2 st., f. d. M 1 st., f. d. T 2 st., Gb 1 st. | | | — | — | — | — | — | 1 | 19 | 20 | — | 2 | |
| Summa lokomotiv och tendrar | | | 725* | — | 300 | 221 | 225 | 7 | 81 | 88 | 604* | 232 | |
| | | | | | | | | | | | 64 | 60 | |

* I dessa summor äro lok. och tendrar, tillhörande Örebro-Svartå järnvägsaktiebolag ej inbegripna.

Uppgift på fabrikanterna af lokomotiven.

| # | H u n d r a t a l . | | | | | | | | | |
|----|---------------------|-----------------|---------------|--------------|---------------|---------------|------------------|---------------|--------------|---------------|
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 00 | | N. & H. 1870 | A. B. 1875 | N. & H. 1881 | M. M. V. 1891 | N. & H. 1883 | R.L. & M.W. 1899 | V.&M.F. 1901 | A | 1901 |
| 01 | B.P.&C:o 1858 | n n | n n | n n | n n | n 1884 | n n | n n | n | n |
| 02 | n n | n n | n n | n n | n n | n n | M. M. V. 1900 | n 1902 | n | n |
| 03 | n n | B. P. & C:o n | n n | n n | n n | N. & H. 1892 | A. B. 1886 | n n | n n | n |
| 04 | n 1856 | n n | n n | n n | n n | n n | N. & H. 1888 | n n | N. & H. 1894 | N. & H. 1904 |
| 05 | n n | N. & H. 1871 | n n | n 1882 | n n | B.P.&C:o 1858 | n n | n 1902 | n | n |
| 06 | n n | n n | n n | n n | n n | 1861 | n n | n n | n | n |
| 07 | n 1859 | n n | n n | n n | n n | n 1865 | n n | n n | n | n |
| 08 | n n | n n | n n | n n | n n | n 1872 | n n | n n | n | n |
| 09 | n 1860 | n n | n n | n n | M. M. V. | n 1877 | n n | n n | A | |
| 10 | n n | n n | n n | n n | n n | n 1879 | n n | n n | n | |
| 11 | n n | B.P. & C:o n | N. & H. 1876 | n n | n n | M. M. V. 1896 | n n | n n | n | |
| 12 | n n | n n | n n | n n | n n | N. & H. 1870 | n n | n n | n | |
| 13 | n n | n 1872 | n n | n n | n * | n n | n n | n n | 1903 | n |
| 14 | N. M. V. 1861 | n n | n n | n n | 1883 | M. M. V. 1892 | n n | n n | n n | M. M. V. 1904 |
| 15 | B.P. & C:o n | n n | A. B. 1875 | n n | n n | n n | n n | M. M. V. 1902 | n | n |
| 16 | N. M. V. n | n n | n n | n n | n n | n 1897 | n n | n n | n | n |
| 17 | B.P. & C:o n | n n | n n | n n | n n | N. & H. n | n n | n n | n | n |
| 18 | N. M. V. 1862 | n n | n n | M. M. V. n | n n | n n | n n | n n | n | n |
| 19 | B.P. & C:o n | N. & H. n | n n | n n | n n | n n | n n | n n | n | |
| 20 | W. F. n | n n | n n | n n | n 1893 | n n | n n | n n | n | |
| 21 | n n | n n | n n | n n | n n | N. & H. n | n n | n n | n | |
| 22 | n 1873 | n n | n n | n n | n 1894 | n n | n n | n n | n | |
| 23 | N. M. V. 1862 | B.P. & C:o n | n n | n n | 1885 | n n | n n | n n | n n | |
| 24 | B.P. & C:o n | n n | n n | n n | n n | M. M. V. 1892 | n n | M. M. V. n | n n | N. & H. 1904 |
| 25 | n n | n n | K. & C:o n | n n | n n | n n | n n | n n | n n | |
| 26 | n n | n n | n n | n n | n n | n n | n n | n n | n n | |
| 27 | M. M. V. 1863 | n n | A. B. 1876 | n n | n n | n n | n n | n n | n n | |
| 28 | n n | n n | n n | N. & H. n | N. & H. 1893 | n n | n n | n n | n n | |
| 29 | N. M. V. n | n n | n n | n n | n n | n n | n n | n n | n n | |
| 30 | B.P. & C:o n | n n | n n | n n | n n | n n | n n | n n | n | |
| 31 | n n | n n | n n | n n | n n | n 1898 | n n | n n | n | |
| 32 | M. M. V. n | n n | n n | n n | n n | M. M. V. n | n n | n n | n | |
| 33 | B.P. & C:o n | n n | n n | M. M. V. n | n n | n n | n n | N. & H. 1902 | n | |
| 34 | n n | n n | B.P. & C:o n | n n | n n | n n | n n | 1901 | n n | A |
| 35 | n n | n 1874 | n n | n n | n * | n n | n n | n n | n | |
| 36 | n n | n n | n n | n n | n n | M. M. V. 1897 | n n | n n | M. M. V. | |
| 37 | n n | n n | n n | n 1886 | n n | n n | n n | n n | n n | |
| 38 | n n | n n | M. M. V. 1877 | N. & H. n | n n | n n | n n | n n | n n | |
| 39 | n n | n n | n n | N. & H. n | n n | n n | n n | n n | n n | |
| 40 | n n | n n | n n | n n | n n | n 1898 | n n | n n | N. & H | |
| 41 | n 1856 | n n | N. & H. n | n n | n n | n n | n n | M. M. V. n | n | |
| 42 | n n | n n | n n | n n | n n | B. & H. 1884 | n n | n n | n | |
| 43 | n n | N. & H. 1873 | n n | n n | n n | n n | n n | n n | n | |
| 44 | n 1858 | n n | M. M. V. 1878 | n n | n n | n n | n n | n n | n | |
| 45 | n n | n n | n n | n n | n n | n n | n n | n n | 1903 | |
| 46 | n 1861 | n n | n n | n n | n n | n 1887 | n n | 1899 | n n | |
| 47 | n 1862 | A. B. n | n n | M. M. V. n | n n | n n | n n | n n | n n | |
| 48 | Jernv. i Crewe n | n n | n n | n n | N. & H. 1894 | n n | n n | n n | n n | |
| 49 | B.P. & C:o 1863 | S.S. & C:o 1874 | n n | n 1887 | n n | n n | n n | 1902 | n n | |

Om förkortningarnes betydelse se sidan 17 å den summariska uppgiften på fabrikanterna.

Uppgift på fabrikanterna af lokomotiven.

| Nr | H u n d r a t a l . | | | | | | | | | |
|----|---------------------|------------------|------------------|--------------------|------------------|--------------------|---------------|---------------|------|---|
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 50 | P.B.&C:o 1863 | S. S. & C:o 1874 | M. M. V. 1878 | M. M. V. 1887 | M. M. V. 1894 | M. M. V. 1899 | M. M. V. 1902 | M. M. V. 1903 | | |
| 51 | M. M. V. » | » » | » 1879 | » » | » » | » » | » » | N. & H. » | | |
| 52 | » » | » » | » » | » » | » » | » » | » » | » » | | |
| 53 | » » | » » | » » | » » | » » | » » | » » | » » | | |
| 54 | » 1864 | » » | » » | » » | » » | N. & H. » | » » | » » | | |
| 55 | » » | » » | N. & H. 1878 | » » | N. & H. » | » » | » » | » » | | |
| 56 | B.P. & C:o » | » » | » » | » » | » 1895 | » » | » » | » » | | |
| 57 | » » | B. P. & C:o » | » » | N. & H. 1874 | M. M. V. » | » » | » » | » » | | |
| 58 | » » | » » | » » | » » | » » | » » | » » | » » | | |
| 59 | » » | » » | » » | » » | » » | » » | » » | » » | | |
| 60 | » » | » » | » » | M. H. W.* » | » » | » » | » » | » » | | |
| 61 | » » | » 1875 | » 1879 | » *) » | N. & H. » | » » | » » | V. & M. F. » | | |
| 62 | » » | » » | » » | » *) » | » » | » » | » » | » » | | |
| 63 | » » | » 1874 | » » | » *) » | » 1896 | » » | » » | » » | | |
| 64 | » » | » » | » » | M. M. V. 1888 | » » | M. M. V. » | » » | » » | | |
| 65 | » » | » » | » » | » » | » » | » » | » » | A » | | |
| 66 | » » | » » | M. M. V. » | » » | » » | » » | » 1902 | » » | | |
| 67 | » » | » » | » » | » » | » » | » 1885 | » » | » » | | |
| 68 | » 1865 | » » | » » | » 1889 | » » | » » | » » | 1901 | » » | |
| 69 | » » | N. & H. » | » » | N. & H. 1887 | » 1886 | » » | » » | » » | | |
| 70 | » » | » » | » » | » » | » » | » » | » » | » » | | |
| 71 | » » | » » | » » | » » | » 1887 | » » | » » | » » | | |
| 72 | » » | » » | » » | A. E. C:o 1871 | » 1889 | » » | » » | » » | | |
| 73 | » » | S. C. 1873 | » 1880 | » 1875 | » 1886 | » » | » » | » » | | |
| 74 | » 1866 | » » | » » | N. & H. 1889 | » » | » 1900 | » » | » » | | |
| 75 | » » | S. S. & C:o 1875 | » » | » » | » 1889 | » » | » » | L » | | |
| 76 | » » | » » | N. & H. » | » » | » 1891 | » » | » » | » » | | |
| 77 | » » | » » | » » | » » | » 1886 | » » | » » | N. & H. 1904 | | |
| 78 | » » | » » | » » | » » | » 1887 | » » | » » | » » | | |
| 79 | » » | A. B. 1874 | » » | » » | » » | » » | » » | » » | | |
| 80 | » » | » » | M. M. V. » | » » | » » | » » | » » | | | |
| 81 | » » | » » | R. & W. H. 1872 | » » | » 1889 | » » | » » | | | |
| 82 | » » | » » | » » | » » | » 1890 | R. L. & M. W. 1899 | » » | | | |
| 83 | » » | » 1875 | D. & C:o 1875 | » 1890 | » 1891 | » » | » » | | | |
| 84 | » » | » » | » » | » » | » 1894 | » » | » » | M. M. V. » | | |
| 85 | » » | » » | M. H. W. 1874 | B. P. & C:o*) 1864 | B. P. & C:o 1876 | » » | » » | » » | | |
| 86 | » » | » » | » » | » *) » | » » | » » | » » | M. M. V. » | | |
| 87 | » » | » » | B. & H. 1873 | » *) 1863 | » » | » » | » » | » 1903 | | |
| 88 | » » | » » | » » | » *) 1866 | » 1878 | » » | » » | » » | | |
| 89 | » 1867 | » » | N. W. & C:o 1875 | N. & H. 1890 | N. & H. 1884 | » » | » » | » » | | |
| 90 | » » | » » | M. M. V. 1880 | » » | » » | » » | » » | » » | | |
| 91 | » » | » » | » » | » » | » 1887 | » » | V. & M. F. » | » » | 1904 | |
| 92 | » » | » » | » » | » » | » 1887 | » » | » » | » » | | |
| 93 | » » | » » | » 1881 | M. M. V. 1891 | » 1885 | » » | » » | » » | | |
| 94 | N. & H. 1868 | » » | » » | » » | » » | » » | » » | » » | | |
| 95 | » » | » » | » 1882 | » » | » 1891 | » » | » » | » » | | |
| 96 | » 1869 | » » | » » | » » | » » | » » | » » | » » | | |
| 97 | » » | » » | » » | Chm. M. V. » | » 1895 | » » | » » | » » | | |
| 98 | » » | » » | » » | N. & H. *) 1870 | » 1883 | » » | » » | » » | | |
| 99 | » 1870 | » » | » 1881 | » *) » | » » | » » | » » | » » | | |

*) Ombyggd och försedd med ny panna vid III Distrikts verkstad i Malmö.

Lokomotivens fördelning å de olika distrikten.

| Distrikt. | L i t t e r a. | | | | | | | | | | | | | | | | | | | Summa. | | |
|-----------|----------------|----|-----|-----|-----|----|-----|----|----|----|-----|-----|-----|-----|----|----|----|-----|----|--------|-----|-----|
| | A. | B. | Ca. | Cb. | Ce. | D. | Fb. | G. | H. | I. | Ka. | Kb. | Ke. | Kd. | Ke | L. | Ma | Mb. | N. | O. | Pa. | |
| I | 5 | 2 | 13 | — | 34 | 10 | — | 2 | — | — | — | — | — | 55 | 12 | 2 | — | — | 3 | — | 6 | 144 |
| II | 7 | 4 | 4 | 2 | 23 | 8 | — | — | — | 6 | — | — | — | 31 | 9 | — | 2 | — | 2 | 4 | 100 | |
| III | 2 | — | 7 | — | 25 | 24 | — | — | 13 | — | — | — | — | 38 | 7 | 3 | — | — | 7 | 9 | 4 | 139 |
| IV | — | 1 | — | — | — | 13 | 2 | — | — | — | 5 | 37 | 20 | 7 | 1 | 7 | — | — | — | — | — | 93 |
| V | 1 | 2 | — | — | — | — | 5 | 44 | — | — | — | 14 | 8 | 1 | 3 | 17 | 14 | 8 | — | — | — | 117 |
| Summa | 15 | 9 | 24 | 2 | 82 | 55 | 7 | 46 | 13 | 6 | 5 | 37 | 34 | 139 | 30 | 15 | 17 | 14 | 20 | 9 | 14 | 593 |

| Distrikt. | L i t t e r a. | | | | | | | | | | | | | | | Transport. | Summa. | | |
|-----------|----------------|----|----|----|----|----|----|--------|--------|--------|--------|--------|--------|--------|--------|------------|--------|-----|-----|
| | Pb. | Q. | S. | T. | U. | V. | Y. | VKB a. | VKB b. | VKB c. | VKB d. | VKB e. | VKB f. | VKB g. | VKB h. | VKB i. | | | |
| I | 5 | 4 | 1 | 12 | 10 | — | 1 | — | — | — | — | — | — | — | — | — | — | 144 | 177 |
| II | — | — | — | 19 | — | — | — | — | — | — | — | — | — | 3 | — | — | — | 100 | 122 |
| III | 4 | — | — | 14 | — | 2 | 1 | 18 | 3 | 1 | 3 | 1 | 2 | — | 3 | 2 | — | 139 | 193 |
| IV | 7 | 1 | — | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | 93 | 102 |
| V | 7 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 117 | 131 |
| Summa | 23 | 12 | 1 | 45 | 10 | 3 | 2 | 18 | 3 | 1 | 3 | 1 | 2 | 3 | 3 | 2 | — | 593 | 725 |

Uppgift å antalet lokomotiv den 1 Januari 1905, som tillverkats under åren 1856—1879.

| År. | L i t t e r a. | | | | | | | | | | | | | | | Summa. |
|------|----------------|----|-----|----|-----|----|----|----|----|----|----|----|----|----|-------|--------|
| | A. | B. | Ca. | D. | Fb. | G. | H. | I. | K. | O. | P. | Q. | S. | V. | VKBb. | |
| 1856 | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | 2 |
| 1858 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| 1859 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| 1860 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| 1861 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| 1862 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | — | — | 1 |
| 1863 | 6 | 2 | — | — | — | — | 2 | — | — | — | — | — | 1 | — | — | 11 |
| 1864 | 4 | 1 | — | — | — | — | 4 | — | — | — | — | — | 2 | — | — | 11 |
| 1865 | — | — | — | — | — | — | 1 | — | — | — | — | — | — | — | — | 1 |
| 1866 | 2 | — | — | — | — | — | — | 10 | — | — | — | — | 1 | — | — | 13 |
| 1867 | — | — | — | — | — | — | 3 | — | — | — | — | — | 1 | — | — | 4 |
| 1868 | — | 1 | — | — | — | — | — | — | — | — | — | — | 4 | — | — | 1 |
| 1870 | — | — | — | — | — | — | 2 | — | — | — | — | — | — | — | — | 6 |
| 1871 | — | — | — | — | — | — | 8 | — | — | — | — | — | — | — | — | 9 |
| 1872 | — | — | — | — | — | — | 8 | — | — | 6 | — | — | — | — | — | 6 |
| 1873 | 3 | — | — | — | 2 | — | 8 | — | — | — | — | — | — | 2 | — | 17 |
| 1874 | — | — | — | — | 14 | 12 | — | 13 | 8 | — | — | 10 | — | 6 | — | 35 |
| 1875 | — | — | — | 2 | 4 | — | 2 | 4 | — | — | — | 5 | — | 4 | — | 44 |
| 1876 | — | — | — | 3 | — | — | — | — | — | — | 3 | — | — | — | — | 18 |
| 1877 | — | — | — | 2 | — | — | — | — | — | 7 | — | 4 | — | — | — | 6 |
| 1878 | — | — | — | — | — | — | — | — | — | 14 | — | — | — | — | — | 1 |
| 1879 | — | — | — | 2 | — | — | — | — | — | — | — | — | — | — | — | 16 |
| | 15 | 9 | 18 | 29 | 7 | 46 | 12 | 6 | 39 | 9 | 15 | 6 | 1 | 3 | 4 | 219 |

Summarisk uppgift på fabrikanterna af lokomotiven och tenderne.

| Fabrikant. | Levererat st. lokomotiv. | Levererat st. tender. | Anmärkningar. |
|---|-----------------------------|--------------------------|--|
| Nydgqvist & Holm = N. & H. | 260 *) | 232 | |
| Motala Mekaniska Verkstad = M. M. V. | 244 | 200 | *) Härtill 4 st. lok. slopade och ombyggda vid III D:t. |
| Nyköpings " " = N. M. V. | — | 1 | |
| Kristinchamns Mekaniska Verkstad = Chm. M. V. | 1 | 1 | |
| Statsbanornas Verkstäder = S. J. | 10 *) | 1 | *) Ombyggda. |
| Beyer, Peacock & C:o = B. P. & C:o | 82 *) | 76 | *) Härtill 4 st. lok. om- byggda vid III D:t. |
| A. Borsig = A. B. | 51 | 51 | |
| Sharp, Stewart & C:o = S. S. & C:o | 12 | 12 | |
| Meadow-Hall Works = M. H. W. | — *) | — | *) 2 Fairly-lok. slopade och ombyggda vid III D:t. |
| Dübs & C:o = D. & Co | — | — | |
| Avonside Engine C:o = A. E. C:o | 2 | — | |
| Société Cockerill = S. C. | 2 | — | |
| R. & W. Hawthorn = R. & W. H. | 1 | — | |
| Black & Hawthorn = B. & H. | 8 | — | |
| Nya Aktiebolaget Atlas = A | 14 | 4 | |
| William Fairbairn = W. F. | — | — | |
| Vagn- och Maskinfabriks A.-B. = V. & M. F. | 16 | 16 | |
| Richmond Locomotive and Machine Works = R. L. & M. W. | 20 | 10 | |
| Ljunggrens Verkstads Aktiebolag = L. | 2 | — | |
| Summa lokomotiv och tender | 725 | 604 | |

Summarisk uppgift på fabrikanterna af godsvagnarna.

| Fabrikant. | Täckta gods- vagnar litt. G, H, O, R. | Öppna gods- vagnar och specialvagnar | Summa. |
|--|---|--|---------------|
| Göteborgs Mek. Verkstads Aktiebolag | 1,523 | 1,921 | 3,444 |
| Kockums " " " | 885 | 2,362 | 3,247 |
| (Gamla och Nya) Aktiebolaget Atlas | 1,089 | 2,127 | 3,166 |
| Landskrona Gjuteri Aktiebolag | 530 | 820 | 1,350 |
| " Nya Mek. Verkstads Aktiebolag | 99 | 1,010 | 1,109 |
| Hessleholms Mek. Verkstads Aktiebolag | 25 | 171 | 196 |
| Kristinehamns Mek. Verkstad och Karlstads M. V:s filial i K:hamn | 147 | 326 | 473 |
| D. J. Ekenbergs söner | 99 | 562 | 661 |
| Vagnfabriksaktiebolaget i Södertelge | 246 * | 344 | 590 |
| Aktiebolaget Södertelge Verkstäder | 104 | 171 | 275 |
| Ljunggrens Verkstads Aktiebolag | 192 | 205 | 397 |
| Vagn- & Maskinfabriks Aktiebolaget i Falun | 305 | 754 | 1,059 |
| Aktiebolaget Arlöfs Mek. Verkstad & Waggonfabrik (f. d. Rössels Mek. Verkstad) | 50 | 410 | 460 |
| Helsingborgs Jern- och Lerkärlsfabriks Aktiebolag | 45 | 120 | 165 |
| Norrköpings Mek. Verkstads Aktiebolag | — | 118 | 118 |
| III Distrikts Verkstad i Malmö | — | 20 | 20 |
| Distrikts verkstäder (ombyggda vagnar) | — | 105 | 105 |
| Birmingham Railway Carriage & Waggon C:o | — | 455 | 455 |
| Öfriga utländska firmor samt obekanta tillverkare | 187 | 108 | 245 |
| Summa | 5,426 | 12,169 | 17,535 |

Beteckningar för Vagnsslagen.

Salongvagnar:

- I. H. M. Konungens boggivagn.
- II. " " Drottningens "
- III. H. K. H. Kronprinsessans "
- IV. H. M. Konungens audiensvagn.
- VI. H. K. H. Kronprinsens vagn.

Person-, post-, fång- och resgodsvagnar:

Littera A omfattar I klass personvagnar. Uppdelas i:

- " A0, boggivagnar med plattformar, korridor och klosett. Delas i:
 - A02, vagnar af Vestkustbanans modell.
 - A03, " inredda med en salong i hvardera änden.
- " A2, vagnar af 1885 års modell med plattformar, genomgång och klosett.
- " A3, " " 1874 " " tambur och klosett.
- " A4, " från Skåne—Hallands järnväg, en salongvagn med toalett och en med salong och tvenne sidokupéer.

Littera AB omfattar kombinerade I och II klass personvagnar. Utgöras af:

- " AB0, boggivagnar med plattformar, korridor och klosett. Uppdelas i:
 - AB01, vagnar af 1891 års modell.
 - AB02, " " Vestkustbanans modell.
 - AB03, restaurationsvagnar.

Littera B omfattar II klass personvagnar samt Styrelsens inspektionsvagn. Uppdelas i:

- " B0, boggivagnar med plattformar, korridor och klosett. Delas i:
 - B01, vagnar af 1891 års modell.
 - B02, " " Vestkustbanans modell.
 - B03, " " 1902 års modell. Ej användbara såsom sofvagnar.
- " B1, vagnar med plattformar, korridor och en del vagnar med klosett. Delas i:
 - B1a vagnar af 1880 års modell, samt Styrelsens inspektionsvagn och tvenne vagnar från f. d. Göteborg—Hallands järnväg.
 - B1b " " 1878 " "
- " B2, " af 1885 och 1886 års modeller med plattformar, genomgång och klosett. Delas i:
 - B2a, vagnar af 1885 års modell (f. d. litt. AB2).
 - B2b, " " 1885 och 1886 års modeller.
- " B3, " " 1874 års modell med genomgång och klosett. Delas i:
 - B3a (f. d. litt. A3).
 - B3b (f. d. litt. B3).
- " B4, " " 1875 års modell, utan genomgång. Delas i:
 - B4a (f. d. litt. A4).
 - B4b (f. d. litt. B4).
- " B5, " " 1872 års modell med gaveltamburer, genomgång och klosett. (f. d. litt. A5).
- " B6, " " 1862 " " samt vagnar från f. d. Motalabanan, utan genomgång. Delas i:
 - B6a vagnar af 1862 års modell (f. d. litt. A6).
 - B6b " " från Motalabanan.
- " B7, " från vestkustbanorna, utan genomgång. Delas i:
 - B7a, vagn med 3 kupéer från Skåne—Hallands järnväg (f. d. litt. A).
 - B7b, vagnar med 4 kupéer.
 - B7c, " " 1 dubbel och 2 enkla kupéer (f. d. litt. AB).

Littera BC omfattar kombinerade II och III klass personvagnar. Uppdelas i:

- " BC0, boggivagnar med plattformar, korridor och klosett. Uppdelas i:
 - BC01, vagnar af 1893 års modell.
 - BC02, " " Vestkustbanans modeller.
 - BC03, " " ombyggda från ångvagnar.
 - BC04, " af 1903 års modell.
 - BC0c, " tillhörande Örebro—Svarthå Järnvägsaktiebolag.

Littera BC, vagnar af 1880 års modell med plattformar, korridor och klosett.

- » **BC1b**, » Vestkustbanans modell med plattformar och korridor.
- » **BC3**, » 1904 års modell med plattformar, genomgång och klosett.
- » **BC6**, » 1862 års modell, utan genomgång (f. d. litt. AB6).
- » **BC7**, » från f. d. Landskrona—Engelholms järnväg med 4 kupéer (f. d. litt. AC).

Littera BD omfattar kombinerade II klass person- och postvagnar. Utgöras af:

- » **BD3**, vagn ändrad från litt. B3b. Postkupén upptager $\frac{1}{2}$ af vagnen.

Littera BF omfattar kombinerade II klass person- och resgodsvagnar. Utgöras af:

- » **BF0**, boggivagnar med plattformar, korridror och klosett. Resgodsafdelningen upptager $\frac{1}{3}$ af vagnen.

Littera C omfattar III klass personvagnar. Uppdelas i:

- » **C0**, boggivagnar med plattformar, korridor och klosett. Uppdelas i:

C01, vagnar af 1896 års modell.

C02, » Vestkustbanans modell.

C03, vagn ombyggd från långvagn.

C04, vagnar afsedda för lokaltrafik.

C05, " " " "

- » **C1**, vagnar af 1884 års och Vestkustbanans modeller med plattformar och genomgång.

- » **C2**, " " 1872 » modell med plattformar. Delas i:

C2a med genomgång och inredda för baninspektion. Hit räknas äfven en baninspektionsvagn från forna Gellivare järnvägen samt vagnar ombyggda från litt C1 af Vestkustbanans modell.

C2b » genomgång samt

C2c utan " , men med plattformar.

- » **C3**, " " 1901 och 1904 års modell med plattformar och genomgång.

- » **C4**, " " 1904 " " " " samt klosett.

- » **C5**, " " 1872 års modell med plattformar, genomgång och klosett (f. d. litt. B5).

- » **C6**, " " 1862 års och Vestkustbanans modeller utan genomgång. Delas i:

C6a med 3 dörrar å hvar längssida,

C6b " 5 " " " samt

C6c " 4 " " " "

- » **C7**, " " 1862 års modell, utan genomgång (f. d. litt. B7).

- » **C9**, " " tillhörande Örebro—Svartå Järnvägsaktiebolag.

Littera CD och DC omfatta kombinerade III klass person- och postvagnar. Uppdelas i:

- » **CD1**, vagnar med genomgång, plattformar, lanternin, och postkupén upptagande $\frac{2}{3}$ af vagnen.

- » **CD2**, " ändrade från litt. C2b och C2c med postkupén upptagande $\frac{2}{3}$ af vagnen.

- » **CD6**, " motsvarande C6c. Delas i:

C6a med postkupén upptagande $\frac{1}{2}$ af vagnen,

C6b " " " $\frac{3}{4}$ af " samt 4 st. vagnar från f. d. S. H. J. och M. H. J. med $\frac{2}{3}$ post.

- » **CD9**, " tillhörande Örebro—Svartå Järnvägsaktiebolag.

- » **DC1**, vagnar af 1885 och 1893 års modeller med plattformar och postkupén upptagande $\frac{3}{5}$ af vagnen. Delas i:

DC1a, vagnar af 1885 års modell, utan lanternin.

DC1b, " " 1893 " " med "

Littera CF omfattar kombinerade III klass person- och resgodsvagnar. Uppdelas i:

- » **CF0**, boggivagnar af 1900 års modell. Resgodsafdelningen upptager $\frac{2}{3}$ af vagnen.

- » **CF1**, vagnar med plattform och klosett från f. d. Malmö—Billesholms järnväg. Resgodsafdelningen upptager $\frac{4}{11}$ af vagnen.

Littera D omfattar postvagnar. Uppdelas i:

- » **D1**, vagnar med lanternin.

- » **D2**, " utan " . Delas i:

D2a 1862 års modell, låga samt

D2b 1873 " " höga.

Littera DF omfattar kombinerade post- och resgodsvagnar. Utgöras af:

- » **DF01**, boggivagnar med plattformar, af 1891 års modell. Postkupén upptager $\frac{3}{5}$ af vagnen.

- » **DF02**, " af Vestkustbanans modell. Postkupén upptager i en $\frac{10}{11}$ och i 4 vagnar $\frac{3}{4}$ af vagnen.

Littera E omfattar fångvagnar. Uppdelas i:

- » **E1**, vagnar af 1871, 1879 och 1894 års modeller med ytter plåtklädsel. Delas i:

E1a 1871 års modell,

E1b 1879 " " samt

E1c 1894 och 1901 års modell med lanternin.

- » **E2**, vagnar af 1863 års modell med ytter träklädsel.

Littera F omfattar resgodsvagnar. Uppdelas i:

- » **F1**, vagnar af 1886 års och Vestkustbanans modell med plattform vid konduktörskupén och genomgång.

- » **F2b**, " " 1872, 1874 och 1876 års modeller med insatt värmeleddningsångpanna.

Littera F3, vagnar af 1864 och 1876 års modeller. Delas i:

F3a med gafveldörr till resgodsrummet samt

F3b utan " " "

" F5, vagnar från forna Gellivare Järnvägen.

Godsvagnar:

Littera G omfattar täckta styckegodsvagnar. Uppdelas i:

- " G1, vagnar med korgstomme af järn (breda). Förut betecknade med litt. GI
- " G1f, " " " " , med stor bromskupé samt mjuka fjädrar.
- " G3, " " " " , 1898 års modell.
- " G2, " levererade under åren 1867—1884, med korgstomme af trä (smala)
- " Gv2, " af samma typ som G2, men försedda med värmeapparater (s. k. varmvagnar) " " " " G
- " G4, " {af äldre tillverkningsdata än föregående. (Ombyggas till litt. II.) " " " " }
- " {samt Vestkustbanans vagnar af annan konstruktion än G1 och G2. " " " " }

Littera H omfattar kylvagnar. Uppdelas i:

- " H1, vagnar med korgstomme af järn (breda). Åfven försedda med värmeledning } " " " " Gk
- " H2, " " " " trä (smala). " " " " }
- " H3, " " " " (breda) af Vestkustbanans modell. " " " " }

Littera I omfattar spannmålvagnar. Uppdelas i:

- " I1, låga vagnar af Statsbanornas, Vestkustbanans och Hallsberg—Motala—Mjölby Järnvägs modeller. " " " " I
- " I2, " " från forna Gellivare Järnvägen.
- " I3, " af 1898 års modell, med lösa sidor och gaflar.
- " I4, höga " (Ombyggas till litt. II). " " " " L

Littera K omfattar virkesvagnar med svängel. Uppdelas i:

- " K1, vagnar med väggar af Statsbanornas modell. " " " " KN
- " K2, " " " " från forna Gellivare Järnvägen. " " " " }

Littera L omfattar träkolsvagnar. Uppdelas i:

- " L1, större vagnar. " " " " Ln
- " L2, mindre " . (Ombyggas till litt. N1) " " " " Ll
- " L3, vagnar från f. d. Skåne—Hallands och Mellersta Hallands Järnvägar. (Ombyggas till I1). " " " " }
- " L4, större vagnar af 1902 års modell. " " " " }

Littera M omfattar malmyagnar. Utgöras af:

- " M0, vagnar af Statsbanornas modell.
- " M1, " " " " , äfvensom vagnar från forna Gellivare Järnvägen.
- " M2, " " " " .

Littera N omfattar virkesvagnar med väggar. Utgöras af:

- " N0, boggivagnar från f. d. Skåne—Hallands Järnväg.
- " N1, vagnar af Statsbanornas och Vestkustbanans modeller. " " " " N
- " N3, " " 1899 års modell. " " " " }

Littera NN omfattar virkesvagnar utan väggar. Uppdelas i:

- " NN1, vagnar af Statsbanornas modell. " " " " Nn
- " NN2, " från forna Hudiksvalls och Söderhamns Järnvägar. " " " " Nns
- " NN3, " af 1898 års modell. " " " " }

Littera O omfattar småkreatursvagnar. Uppdelas i:

- " O1, vagnar med korgstomme af järn (breda). " " " " O
- " O2, " " korgstomme af trä (smala). " " " " }

Littera P omfattar grusvagnar. Uppdelas i:

- " P1, vagnar levererade under åren 1867—1875. (Ombyggas till litt. II). " " " " P

Littera Q omfattar specialvagnar. Uppdelas i:

- " Q1, kanonvagnar. " " " " Q
- " Q2, kranvagnar. " " " " R
- " Q3, justeringsvagnar. " " " " "
- " Q4, gasvagnar. " " " " "
- " Q5, slipersimpregnéringsvagnar. " " " " "
- " Q6, förställarvagn. " " " " "

Littera R omfattar kalkvagnar. Utgöras af:

- " R1, vagnar af Statsbanornas modell. " " " " GI
- " R2, " " tillhörande Örebro—Svartå Järnvägsaktiebolag.
- " R3, " " 1898 års modell. " " " " }

Littera S3 omfattar öppna vagnar för tungt eller skrymmande gods.

Väsentliga förändringar af den rullande materieLEN under år 1904.

Lokomotiv: Tillkomna 31 st. nya: Litt. **L** nr 795—799, 804—808, 814—818; litt. **T** nr 782—786, 824, 825; litt. **Ma** nr 777—781; litt. **Ke** nr 791—794.

Slopade 7 st.: Litt. **A** nr 123, 124; litt. **B** nr 53; litt. **Fb** nr 50; litt. **G** nr 90, 138; litt. **Q** nr 505.

Ombyggda från litt. **Aa** till **Ab**, nr 127; från litt. **Cb** till **Ce** nr 339, 341; från litt. **Da** till **Da2** nr 182, 289; från litt. **Da2** till **Da1** nr 327; från litt. **Ga** till **Gc** nr 109; från litt. **Ke1** till **Ke5** nr 302.

Försedda med apparater för vakuumbroms: Nr 303, 328, 332, 394, 469—472, 773.

" " Ångbroms: Nr 339, 341.

" " apparater för tägvärme: Nr 243, 394.

Apparater för vakuumbroms borttagna från: Nr 38.

Ledning för tryckluftbroms borttagna från: Nr 394, 415.

Tendar: Tillkomna 27 st. nya: Litt. **L** nr 795—799, 804—808, 814—818; litt. **C** nr 782—786, 824, 825; litt. **M** nr 777—781.

Slopade 6 st.: Litt. **A** nr 75, 123; litt. **B** nr 53; litt. **F** nr 50; litt. **G** nr 90, 138.

Afställd: litt. **B** nr 42.

Försedda med vakuumrör: Nr 162, 182, 303, 328, 332, 469—472.

Vakuumrör borttaget från: Nr 35.

Ledning för tryckluftbroms borttagen från nr 182, 290.

Person-, post-, fång- och resgodsvagnar:

Tillkomna 67 st. nya: Litt. **AB03** nr 1439; litt. **B03** nr 1415, 1433—1437; litt. **BC04** nr 1431; litt. **BFo** nr 1418—1420; litt. **CFo** nr 1421, 1422; litt. **BC3** nr 1439—1448; litt. **C3** nr 1449—1482; litt. **C4** nr 1489—1498.

Slopade 29 st.: Litt. **B6a** nr 66; litt. **BC6** nr 8, 64, 74; litt. **C6a** nr 49, 51, 243, 258; litt. **C6b** nr 171, 505, 515, 518, 767; litt. **C6c** nr 146, 225; litt. **C7** nr 16, 18, 82, 84, 120, 194, 259, 276, 709, 715; litt. **C8** nr 181; litt. **E2** nr 200; litt. **F3a** nr 1743; litt. **F3b** nr 1608.

Ombyggda till annan littera: litt. **A02** nr 1114 till **AB02**; litt. **B01** nr 1012 till **AB01**; litt. **B4b** nr 292, 295, 358, 391, 540 till **C6c**; litt. **C1** nr 844, 845 till **DC1b**; litt. **C2c** nr 611 till **C2b**; litt. **C2b** nr 596, 597 till **CD2**.

Försedda med vakuumrör: litt. **C2b** nr 607, 611; **F2b** nr 1671, 1688, 1698, 1699.

" " gasbelysning: litt. **CD2** nr 596, 597; litt. **DC1b** nr 844, 845.

Friktionsbromsen borttagen å: litt. **CD2** nr 596; litt. **F** nr 1730, 1735.

Godsvagnar: Tillkomna 805 st. nya:

20 st. litt. **G1f** nr 19663—19682;

135 " " **G3** nr 19713—19722; 19768—19892;

210 " " **I3** nr 20272—20341, 20352—20421, 20442—20471, 20492—20511, 20532—20551;

100 " " **L4** nr 20552—20651;

10 " " **S3** nr 20342—20351;

130 " " **N3** nr 20132—20197, 20208—20271;

200 " " **NN3** nr 20672—20726, 20807—20951.

Slopade 16 st.: Litt. **G1f** nr 18061; litt. **G2** nr 2062, 5958, 7481; litt. **G4** nr 10464, 10933, 11370, 13367; litt. **K1** nr 2448, 3015; litt. **N1** nr 3077, 10911; litt. **P1** nr 2503, 3023, 5194, 10286.

40 st. vagnar förändrade till litt. **I1**:

Från litt. **P1** 24 st.: nr 2508, 2517, 2647, 2651, 2653, 2657, 3125, 3185, 3187, 3194, 3240, 3244, 3245, 3254, 4017, 4025, 4030, 4398, 4416, 4564, 4582, 4601, 5215, 10200.

" " **L2** 2 st.: nr 6439, 6446;

" " **L3** 1 " : nr 14383;

" " **G2** 3 " : nr 2093, 4458, 5453;

" " **G4** 8 " : nr 10459, 11369, 11556, 13385, 13408, 13410, 13416, 13424;

" " **H2** 1 " : nr 8864;

" " **R1** 1 " : nr 8268.

8 st. vagnar förändrade till litt. **N1**: litt. **G2** nr 11660, litt. **L2** nr 4981, 4987, 4996, 5471, 5482, 5497, 6453.

Ångpanna för tägvärme borttagen å litt. **G4** nr 13533.

Friktionsbromsen borttagen å 4 st.: nr 9267, 9285, 9297, 9304.

Person-Vagnar.

| Nr | Hundratal. | | | | | | |
|----|-------------------|-------|------|---------------------|-----------------------------------|--|--|
| | 0 | 1 | 2 | 3 | 4 | | |
| 00 | | C6b | E2 | C2b | C2b V+ | | |
| 01 | B6a | B6a | O7 | C2b | " + | | |
| 02 | C7 | " | C6a | D2b \bowtie V | " V+ | | |
| 03 | C6a | " | " | " \bowtie V | " V+ | | |
| 04 | B6a | " | C7 | C2b V+ | " V+ | | |
| 05 | " | " | BC6 | " V+ | " V+ | | |
| 06 | " | C6b | C6a | " V+ | " V+ | | |
| 07 | BC6 | " | " | " + V ²⁾ | " V+ | | |
| 08 | " | BC6 | C7 | " V+ | " V+ | | |
| 09 | C7 | " | BC6 | " V+ | " V | | |
| 10 | " | C7 | C6a | " V+ | " V | | |
| 11 | " | " | B6a | " V+ | " V | | |
| 12 | " | " | C6a | " V+ | CD2 V | | |
| 13 | " | " | E2 | " V+ | " | | |
| 14 | " | " | B6a | " V+ | " V | | |
| 15 | " | " | " | " V+ | D1 \bowtie V | | |
| 16 | " | " | " | " V+ | " \bowtie V | Försedd med länkaxlar och plattformar. | |
| 17 | " | " | " | C2c + ? | " \bowtie V | | |
| 18 | " | " | C7 | C2b V+ | " \bowtie V | | |
| 19 | " | " | " | " V+ | " \bowtie V | | |
| 20 | " | " | " | " V+ | " \bowtie V | | |
| 21 | " | " | " | " V+ V | " \bowtie V | | |
| 22 | " | " | " | " V+ | " \bowtie V | | |
| 23 | " | " | " | C2c V+ ? | " \bowtie V | | |
| 24 | " | " | " | C2b V+ | " \bowtie V | | |
| 25 | " | " | " | " V+ | " \bowtie V | | |
| 26 | CD9 ¹⁾ | " | C6c | " V+ | " \bowtie V | | |
| 27 | " | BC8 | C6a | " V+ | " \bowtie V | | |
| 28 | C9 | " | " | " V+ | C2a \bowtie V | IV Distr:ts in- spektionsvagn. | |
| 29 | C6a | C8 | " | " V+ | C2b \bowtie V k + | | |
| 30 | " | " | " | " V+ H+ | C2a \bowtie V k + | | |
| 31 | " | " | " | C2b + | " \bowtie V k + | | |
| 32 | " * | " | " | C2a \bowtie V H + | IV Distr:ts in- spektionsvagn. | | |
| 33 | " | " | " | C2b V+ V | C2a \bowtie H + | V Distr:ts in- spektionsvagn. | |
| 34 | " | BC8 | " | " V+ | C2b \bowtie V k + | | |
| 35 | " | " | C8 | " V+ | " \bowtie V k + | | |
| 36 | " | " | " | " V+ | " \bowtie V k + | | |
| 37 | " | C6c | E2 | " V+ | " \bowtie V k + | | |
| 38 | " | " | D2a | " V+ | " \bowtie V k + | | |
| 39 | " | C6a * | " | " V | " \bowtie V k + | | |
| 40 | " | " | C6a | " V | " V+ | | |
| 41 | E2 | " | " | " ** V | " V+ | | |
| 42 | C6a | C6c | " | " V | " V+ | | |
| 43 | " | " | " | " V | " V+ | | |
| 44 | " | " | " | " V+ | " V+ | | |
| 45 | " | " | CD6a | " V+ V | " V+ | | |
| 46 | C6c | " | D2a | " V+ | " V+ | | |
| 47 | C6a | C6b | BC6 | " + V | " V+ | | |
| 48 | " * | " + | " | " V+ | B1a \bowtie V H | Styrelsens in- spektionsvagn. | |
| 49 | " | C6a | " | " V+ | B1b V | | |

Tecknens betydelse: + enkel skrubroms, ++ dubbel skrubroms, X vakuumbroms, V vaknumriör, | rörlödning för tryckluftbroms, \bowtie gasbelysning, k III kl. personvagnar med klosett, — långbalkar af trä, □ slopad, H hastighetsmätare.

* Inredd till sjukvagn. ** Inredd för transport af sinnessjuka.

† Afskriften.

1) Vagnarne N:ris 26—28 tillhör Örebro—Svartå järnvägsaktiebolag.

2) V i andra kolumnen anger, att vagnen fått förstärkt värmeledning samt särskilt väl omonats för att användas å V distriket å linierna norr om Jörn.

| Nr | Hundratal. | | | | | |
|----|------------|----------|-------------------|------------------------------|-------------|---------|
| | 0 | 1 | 2 | 3 | 4 | |
| 50 | C6a » | | C6a » | C6a » | C2b V+ | B1b U V |
| 51 | | | | » V+ | » V | |
| 52 | | | D2a » | » V# | » V | |
| 53 | | | C7 » | » V+ | » V | |
| 54 | | | | B4b V | » | |
| 55 | » * | | C6a + C6b » | » | » V | |
| 56 | » | | | C6c B4b | » U V | |
| 57 | C7 » | | | C6c | » U V | |
| 58 | | BC6 » | C7 » + | B4b | » U V | A3 U X |
| 59 | » | | | | | |
| 60 | » | | E2 D2a V | » | | E1b |
| 61 | » | | » V | » | » | |
| 62 | D2a V | | E2 C6b | » | » | |
| 63 | » | | | V Distr:tets inspekionsvagn. | » | |
| 64 | BC6 | | | C6c B4b | » | |
| 65 | » V | | B6a » | » | » | |
| 66 | B6a » | | | B3a U X | » U V | V |
| 67 | » | C7 » | | » U X | » U V | |
| 68 | » | | | » U X | » | |
| 69 | » | | | | » | |
| 70 | BC6 » | | » | » U X | » | |
| 71 | » | C6b » | | » U X | » | |
| 72 | » | » | | » U X | » | |
| 73 | » | » | | » U X | » U V | V |
| 74 | » | » | | » U X | » U V | V |
| 75 | » V | OBS! | » C7 | » U X | » | V |
| 76 | C7 » | | D2a V | » U X | » | V |
| 77 | » | C6c » | C6b » | B3b U X | gevärdig | |
| 78 | » | | | » U X | » | |
| 79 | » | | | » U X | » | V |
| 80 | » | | » | » U X | » | |
| 81 | » | | » | » U X | » | |
| 82 | » | | » | » U X | » | V |
| 83 | » | | » | » U X | » | V |
| 84 | » | | » | » U X | » | |
| 85 | » | | CD6a V | » U X | » U V | |
| 86 | » | | » | » U X | » V | |
| 87 | » | | » V | B4b X | » V | |
| 88 | » | BC6 » | | C6c X | » U V | |
| 89 | » | | | B4b X | » U V | |
| 90 | C6b » | | » | » V | » U V | |
| 91 | » | | B4b V | C6c | » U V | |
| 92 | » | C7 » | C6c V | B4b | » V | |
| 93 | » | | » V | B4a U V | » U V | |
| 94 | » | | B4b V | | | |
| 95 | » | | C6c C2b V | » U V | » U V | |
| 96 | » + | | » V | C2a H U + V | C2a H U + V | |
| 97 | » | C6b » | » V | E1c V | E1c V | |
| 98 | » | | » V | | | |
| 99 | » | | » V | C2b + V | » V | |

* Inredd till sjukvagn.

| Nr | H u n d r a t a l. | | | | | | | |
|----|--------------------|-----|-----------------|------|----|------------------------------|-----|---|
| | 5 | 6 | 7 | 8 | | | 9 | |
| 00 | C6b | C2b | V ¹⁾ | B1a | X | | A2 | X |
| 01 | n | n | V | n | X | | n | X |
| 02 | n | n | V | C6b | X | | n | X |
| 03 | n | n | V | n | X | | n | X |
| 04 | n + | n | V | n | X | | n | X |
| 05 | n | n | | n | X | | B2a | X |
| 06 | E2 | n | V | n | X | | n | X |
| 07 | n | n | | B6a | X | | n | X |
| 08 | E1a | n | V | n | X | | n | X |
| 09 | C6b | n | V | C7 | X | | n | X |
| 10 | BC8 | n | V | n | X | | B2b | X |
| 11 | C6b | n | V | n | X | | n | X |
| 12 | BC8 | D1 | XV | n | X | | n | X |
| 13 | C6b | n | V | n | X | | n | X |
| 14 | n | n | V | n | X | | n | X |
| 15 | n | n | XV | n | X | | n | X |
| 16 | n | n | | n | X | | n | X |
| 17 | n + | n | V | n | X | | n | X |
| 18 | n | n | V | n | X | | n | X |
| 19 | B6a | n | V | CD6b | | DC1a | XV | |
| 20 | n | C2b | V+ | CD6a | | n | X | |
| 21 | n | n | V+ | n | V | n | X | |
| 22 | CD6a | V | V+ | n | V | n | X | |
| 23 | n | n | V# | n | V | n | X | |
| 24 | n | n | V# | n | V | C1 | V | |
| 25 | n | n | V# | n | V | n | X | |
| 26 | n | n | V# | E2 | V | n | X | |
| 27 | CD6b | n | V# | D2a | V | n | X | |
| 28 | CD6a | V | V# | n | V | n | X | |
| 29 | B5 | X | C2a | V | H# | I Distrikts inspektionsvagn. | n | X |
| 30 | n | n | V | n | V | | n | X |
| 31 | n | n | X | E1a | V | | n | X |
| 32 | n | n | X | n | V | | n | X |
| 33 | n | n | X | B5 | X | | n | X |
| 34 | n | n | X | n | X | | n | X |
| 35 | C5 | V | B3b | n | X | | n | X |
| 36 | n | n | V | n | X | | n | X |
| 37 | n | n | V | n | X | | n | X |
| 38 | n | n | V | n | X | | n | X |
| 39 | n | n | V | C5 | V | | n | X |
| 40 | C6c | n | V | n | V | | n | X |
| 41 | B4b | n | V | n | V | | n | X |
| 42 | n | n | V | n | V | DC1b | V | |
| 43 | n | n | V | n | V | n | X | |
| 44 | n | n | V | C2b | V | DC1b | XV | |
| 45 | C2b | V | B3a | n | V | | n | X |
| 46 | n | n | V | n | V | | n | X |
| 47 | n | n | V | n | V | OBS! | n | X |
| 48 | n | n | V | n | V | | n | X |
| 49 | n | n | V | n | V | | n | X |

Tecknens betydelse: + enkel skrubbroms, # dubbelt skrubbroms, X vakuumbroms, V vakuumrör, ○ friktionsbroms, ⊖ gasbelysning,
⊖ elektrisk belysning, ⊖ fotogénbelysning, — långbalkar af trä, □ slopad, H hastighetsmätare.

¹⁾ Ett V i andra kolonnen anger, att vagnen fått förstärkt värmelägning samt särskilt väl ombonats för att användas å V distriket å linerna norr om Jörn.

| # | Hundratal. | | | | | | 9 |
|----|------------|-------------|--------|----------|------------------|-------------------------------|------------------|
| | 5 | 6 | 7 | 8 | V | | |
| 50 | C2b ✓ | B3a ✗ | D1 ✗✓ | DC1a ✓ | | B1a ✗✓ | |
| 51 | " ✓ | " ✗ | " ✗✓ | " ✓ | | " ✗✓ | |
| 52 | " ✓ | " | " ✗✓ | " ✓ | | " ✗✓ | |
| 53 | " ✓ | " ✗ | " ✗✓ | " ✓ | | " ✗✓ | |
| 54 | " ✓ | V | " ✗✓ | DC1b ✗✓ | | " ✗✓ | |
| 55 | " ✓ | " ✗ | " ✗✓ | " ✗✓ | | " ✗✓ | V |
| 56 | " ✓ | " ✗ | " ✗✓ | " ✗✓ | | " ✓ | V |
| 57 | " ✓ | " ✗ | " ✗✓ | " ✗✓ | | " ✗✓ | V |
| 58 | D2b ✗✓ | " ✗ | " ✗✓ | " ✗✓ | | " ✓ | V |
| 59 | E1a | " ✗ | " ✗✓ | DC1a ✗✓ | V | " ✗✓ | V |
| 60 | " | C2b ✓+ | B6b ✓ | " ✗✓ | | B2b ✗✗ | |
| 61 | " | " ✓+ | " ✓ | " ✗✓ | V | " ✗✗ | |
| 62 | B3a ✗✗ | " ✓+ | " ✓ | " ✗✓ | | " ✗✗ | |
| 63 | " ✗✗ | " ✓+ | " ✓ | " ✗✓ | | " ✗✗ | |
| 64 | " ✗✗ | " ✓+ | " ✓ | " ✗✓ | V | " ✗✗ | |
| 65 | " ✗✗ | " ✓+ | C6b | " ✗✓ | | " ✗✗ | |
| 66 | " ✗✗ | " ✓+ | " + | DC1b ✗✓ | | " ✗✗ | |
| 67 | " ✗✗ | " ✓+ | " | " ✗✓ | | " ✗✗ | |
| 68 | " ✗✗ | " ✓+ | C6c ✓ | " ✗✓ | | " ✗✗ | |
| 69 | " ✗✗ | " ✓+ | " | " ✗✓ | V | " ✗✗ | |
| 70 | " ✗✗ | " ✓+ | " | O6a | Gammal märkning. | BC1 ✗✓ | V |
| 71 | " ✗✗ | C2c ✓+ | " | " + | LEJ. C. 214 | " ✗✓ | |
| 72 | BD3 ✓ | C2b + | " | " | " " 217 | " ✗✓ | |
| 73 | B3b ✗✗ | ej genmärkt | " ✓+ | " | " " 219 | " ✓ | |
| 74 | " ✗✗ | " | " ✓+ | " | " " 220 | " ✓ | |
| 75 | " ✗✗ | " | B1a | " * | SHJ. C. 2 | " ✗✓ | |
| 76 | " ✗✗ | " | " ✗✓ | B6c | " Ø X " 50 | " ✗✓ | |
| 77 | " | " | " ✗✓ | B6d | " " 51 | " ✗✓ | |
| 78 | " ✗✗ | " | " ✗✓ | B6a | " Ø X " 52 | " ✗✓ | |
| 79 | " ✗✗ | " | " ✗✓ | C1 ✓∞ | " Ø " 53 | " ✗✓ | |
| 80 | " ✗✗ | " | " ✓ | " ✓ | " " 54 | " ✗✓ | |
| 81 | " ✗✗ | " | E1b | " ✓ | " Ø " 55 | " ✗✗ | |
| 82 | " ✗✗ | " | " | " ✓ | " " 56 | " ✗✗ | |
| 83 | " ✗✗ | " | " | " ✓ | " Ø " 57 | " ✗✗ | |
| 84 | " ✗✗ | " | " | " ✓ | " Ø " 58 | " ✗✗ | |
| 85 | " ✗✗ | " | C2c + | " ✓∞ | " Ø V+ " 59 | " ✗✗ | |
| 86 | " ✗✗ | " | C2b ✓+ | " ✓ | " Ø " 60 | " ✗✗ | |
| 87 | C2b ✓ | " | " ✓+ | " ✓ | " Ø V+ " 61 | " ✗✗ | |
| 88 | " ✓ | " | " ✓+ | V | " " 61 | MHJ. C. 421 | " ✗✗ |
| 89 | " ✓ | " | " ✓+ | ✓∞ | " " 422 | " ✗✗ | |
| 90 | " ✓ | B1a ✗✓ | " | " | " " 423 | " ✗✗ | Gammal märkning. |
| 91 | CD2 ✓ | " ✗✓ | " ✓ | " + | " " 424 | A4 ✓ | SHJ. A. 1 |
| 92 | " ✓ | " ✗✓ | " ✓∞ | " + | " " 425 | " ✗✓ | " " 24 |
| 93 | " ✓ | " ✗✓ | " | " + | " " 426 | B1a Ø X + | GHB. B. 611 |
| 94 | C2b ✓ | V | " | C1 Ø V + | MBJ. C. 7 | " Ø X + | " " 612 |
| 95 | CD2 ✓ | " ✗✓ | " ✓ | " Ø + | " " 8 | B7a ✓ | SHJ. A. 3 |
| 96 | " ✗✓ | " ✗✓ | " ✓ | " Ø X + | GHB. C. 621 | B7b | |
| 97 | " ✗✓ | " ✗✓ | " ✓ | " Ø X + | " " 622 | " Ø X | SHJ. B. 40 |
| 98 | " ✓ | " ✗✓ | " ✓ | " Ø X + | " " 623 | " Ø " | " " 41 |
| 99 | C2b ✓ | " ✗✓ | " ✗✓ | " X | C2a ✗ H X # | {Styrelsens inspektionsvagn.} | " Ø " 42 |

*) Inredd till sjukvagn.

| Nr | Hundratal. | | | | | |
|----|---|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| | 10 | 11 | 12 | 13 | 14 | |
| 00 | ABo1 $\cup \times +$ ¹⁾ | DFo1 $\cup \times +$ | BCo1 $\cup \times +$ | BFo $\cup \times +$ | CFo $\cup \times +$ | |
| 01 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ | |
| 02 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ | CFo $\cup \times +$ | C3 $\cup \times +$ | |
| 03 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ | |
| 04 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ | Co5 $\cup \times +$ | \circ $\cup \times +$ | |
| 05 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ | |
| 06 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ | |
| 07 | \circ $\cup \times +$ | \circ $\cup \times +$ | Gammal märkning, | \circ $\cup \times +$ | \circ $\cup \times +$ | |
| 08 | Bol $\cup \times +$ | DFo2 $\cup \times +$ | MHJ. DFo.435 | \circ $\cup \times +$ | C3 $\cup \# \vee$ | \circ $\cup \times +$ |
| 09 | ABo1 $\cup \times +$ | | SHJ. Do. 64 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 10 | Bol $\cup \times +$ | \circ $\cup \times +$ | GHB. \circ 995 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 11 | ABo1 $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 996 | ABo1 $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 12 | \circ $\cup \times +$ | Ao2 $\cup \times +$ | SHJ. Ao. 4 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | Ao3 $\cup \times +$ |
| 13 | Bol $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 5 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | Bo3 $\cup \times +$ |
| 14 | ABo1 $\cup \times +$ | ABo2 $\cup \times +$ | \circ \circ 6 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 15 | \circ $\cup \times +$ | Ao2 $\cup \times +$ | MHJ. \circ 401 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 16 | \circ $\cup \times +$ | ABo2 $\cup \times +$ | \circ \circ 402 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | CFo $\cup \times +$ |
| 17 | \circ $\cup \times +$ | Ao2 $\cup \times +$ | \circ \circ 403 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 18 | \circ $\cup \times +$ | \circ $\cup \times +$ | GHB. \circ 603 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | BFo $\cup \times +$ |
| 19 | \circ $\cup \times +$ | ABo2 $\cup \times$ | SHJ. ABo. 25 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 20 | \circ $\cup \times +$ | \circ $\cup \times$ | MHJ. \circ 410 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 21 | \circ $\cup \times +$ | \circ $\cup \times$ | GHB. \circ 604 | Co1 $\cup \times +$ | \circ $\cup \# \vee$ | CFo $\cup \times +$ |
| 22 | BCo1 $\cup \times +$ | \circ $\cup \times$ | \circ \circ 605 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 23 | \circ $\cup \times +$ | BCo2 $\cup \times +$ | MBJ. ACo. 1 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | Co5 $\cup \times +$ |
| 24 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 2 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 25 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 3 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 26 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 4 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 27 | \circ $\cup \times +$ | Bo2 $\cup \times +$ | GHB. Bo. 607 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 28 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 608 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | BCo4 $\cup \times +$ |
| 29 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 609 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 30 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 610 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 31 | \circ $\cup \times +$ | BCo2 $\cup \times +$ | SHJ. BCo. 45 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 32 | \circ $\cup \times +$ | \circ $\cup \times +$ | MHJ. \circ 420 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 33 | \circ $\cup \times +$ | \circ $\cup \times +$ | GHB. \circ 614 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | Bo3 $\cup \times +$ |
| 34 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 615 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 35 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 616 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 36 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 617 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 37 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 618 | \circ $\cup \times +$ | \circ $\cup \# \vee$ | \circ $\cup \times +$ |
| 38 | \circ $\cup \times +$ | Co2 $\cup \times +$ | SHJ. Co. 65 | \circ $\cup \times +$ | ABo1 $\cup \times +$ | ABo3 $\cup \times +$ |
| 39 | \circ $\cup \times +$ | \circ $\cup \times +$ | MHJ. \circ 430 | BCo1 $\cup \times +$ | \circ $\cup \times +$ | BC3 $\cup \times +$ |
| 40 | \circ $\cup \times +$ | \circ $\cup \times +$ | GHB. \circ 632 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ |
| 41 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 633 | \circ $\cup \times +$ | BCo1 $\cup \times +$ | \circ $\cup \times +$ |
| 42 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 634 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ |
| 43 | \circ $\cup \times +$ | DFo2 $\cup \times +$ | \circ \circ 635 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ |
| 44 | \circ $\cup \times +$ | Co2 $\cup \times +$ | \circ \circ 636 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ |
| 45 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 637 | ABo1 $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ |
| 46 | ABo1 $\cup \times +$ | \circ $\cup \times +$ | \circ \circ 638 | Ao3 $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ |
| 47 | \circ $\cup \times +$ | BCo3 + | \circ \circ BCo.998 | ABo1 $\cup \times +$ | BFo $\cup \times +$ | \circ $\cup \times +$ |
| 48 | \circ $\cup \times +$ | + + | \circ \circ 999 | \circ $\cup \times +$ | \circ $\cup \times +$ | \circ $\cup \times +$ |
| 49 | \circ $\cup \times +$ | Co3 X+ | SHJ. Co. 8 | \circ $\cup \times +$ | \circ $\cup \times +$ | C3 $\cup \times +$ |

Tecknens betydelse: + enkel skrubbroms, ++ dubbel skrubbroms, X vakuumbroms, V vakuumrör, \cup gasbelysning, \odot elektrisk belysning, \circ fotogénbelysning, vagnar under tillverkning.

*) Sammanbygd af tvenne fyrfjuliga.

1) ABo1-vagnarna 1009, 1011, 1012, 1014—1017 äro inredda med 7 helkupéer; alla öförliga ABo1-vagnar med 3 helkupéer och 6 halfkupéer. Öfre liggplatser kunna anordnas i alla ABo1-vagnar med undantag af vagnarne 1000—1004 samt i halfkupéerna i vagnarne 1005—1007, 1018—1021, 1046—1049.

| N° | Hundratal. | | | | | | | |
|----|------------|--|----------|------------------|--------------------|--|---------------------|---------|
| | 10 | | 11 | Gammal märkning. | 12 | | 13 | |
| 50 | ABo1 ≈×+ | | B7b Ø | SHJ. B. 43 | ABo1 ≈×+ | | BFo ≈×+ | C3 ≈×# |
| 51 | " ≈×+ | | " | MHJ. " 415 | BCo1 ≈×+ | | CFo ≈×+ | " ≈×# |
| 52 | " ≈×+ | | " | " 416 | " ≈×+ | | " ≈×+ | " ≈×# |
| 53 | " ≈×+ | | B7c | " 411 | " ≈×+ | | " ≈×+ | " ≈×# |
| 54 | Co1 ≈×+ | | " | " 412 | " ≈×+ | | " ≈×+ | " ≈×# |
| 55 | " ≈×+ | | " Ø× | SHJ. " 20 | " ≈×+ | | DFo1 ≈×+ | " ≈×# |
| 56 | " ≈×+ | | " Ø× | " 21 | " ≈×+ | | " ≈×+ | " ≈×# |
| 57 | " ≈×+ | | " *) | " 22 | " ≈×+ | | " ≈×+ | " ≈×# |
| 58 | " ≈×+ | | " | " 23 | ABo3 ≈×+ | | " ≈×+ | " ≈×# |
| 59 | " ≈×+ | | BC1b Ø | MBJ. AC. 5 | BCo1 ≈×+ | | " ≈×+ | " ≈×# |
| 60 | " ≈×+ | | " Ø | " " 6 | " ≈×+ | | " ≈×+ | " ≈×# |
| 61 | " ≈×+ | | " ×+ | GHB. BC. 619 | Co1 ≈×+ | | E1c √ | " ≈×# |
| 62 | " ≈×+ | | " Ø× | " " 620 | " ≈×+ | | " √ | " ≈×# |
| 63 | " ≈×+ | | BC7 | | " ≈×+ | | " √ | " ≈×# |
| 64 | " ≈×+ | | " Ø | LEJ. AC. 202 | " ≈×+ | | " √ | " ≈×# |
| 65 | " ≈×+ | | " Ø | " 204 | " ≈×+ | | " √ | " ≈×# |
| 66 | " ≈×+ | | " | | " ≈×+ | | Ao3 ≈×+ | " ≈×# |
| 67 | ABo1 ≈×+ | | Cl Ø× | GHB. C. 625 | " ≈×+ | | Bo3 ≈×+ | " ≈×# |
| 68 | " ≈×+ | | " Ø× | " 626 | " ≈×+ | | " ≈×+ | " ≈×# |
| 69 | " ≈×+ | | " Ø× | " 627 | " ≈×+ | | " ≈×+ | " ≈×# |
| 70 | " ≈×+ | | " Ø× | " 628 | " ≈×+ | | " ≈×+ | " ≈×# |
| 71 | " ≈×+ | | " Ø× | " 629 | " ≈×+ | | " ≈×+ | " ≈×# |
| 72 | " ≈×+ | | " Ø× | " 630 | Co4 ≈×+ | | " ≈×+ | " ≈×# |
| 73 | " ≈×+ | | " Ø× | " 631 | " ≈×+ | | " ≈×+ | " ≈×# |
| 74 | " ≈×+ | | CD1 Ø√ | MBJ. CD. 13 | " ≈×+ | | " ≈×+ | " ≈×# |
| 75 | " ≈×+ | | " Ø√ | " " 14 | " ≈×+ | | " ≈×+ | " ≈×# |
| 76 | " ≈×+ | | CD6b | | BCoc **) | | " ≈×+ | " ≈×# |
| 77 | " ≈×+ | | " | | " | | " ≈×+ | " ≈×# |
| 78 | " ≈×+ | | " √ | MHJ. " 436 | " | | " ≈×+ | " ≈×# |
| 79 | " ≈×+ | | " + | " 437 | BFo ≈×+ | | BFo ≈×+ | " ≈×# |
| 80 | ABo3 ≈×+ | | " Ø √ | SHJ. " 62 | " ≈×+ | | " ≈×+ | " ≈×# |
| 81 | " ≈×+ | | " Ø √ | " 63 | " ≈×+ | | " ≈×+ | " ≈×# |
| 82 | BCo1 ≈×+ | | CF1 Ø√+ | MBJ. CF. 15 | CFo ≈×+ | | " ≈×+ | " ≈×# |
| 83 | " ≈×+ | | " Ø√+ | " 16 | " ≈×+ | | " ≈×+ | " |
| 84 | " ≈×+ | | " Ø√+ | " 17 | " ≈×+ | | Co5 ≈×+ | " |
| 85 | " ≈×+ | | " Ø√+ | " 18 | " ≈×+ | | " ≈×+ | " |
| 86 | " ≈×+ | | " Ø√+ | " 19 | " ≈×+ | | " ≈×+ | " |
| 87 | " ≈×+ | | " Ø√+ | " 20 | ABo1 ≈×+ | | " ≈×+ | " |
| 88 | " ≈×+ | | DFo1 ≈×+ | | " ≈×+ | | " ≈×+ | " |
| 89 | " ≈×+ | | " ≈×+ | | " ≈×+ <i>Nyaz.</i> | | " ≈×+ | C4 ×# |
| 90 | " ≈×+ | | " ≈×+ | | " ≈×+ | | " ≈×+ | " ×# |
| 91 | " ≈×+ | | CFo ≈×W+ | | " ≈×+ | | " ≈×+ <i>debtz.</i> | " ×# |
| 92 | ABo3 ≈×+ | | " ≈×W+ | | " ≈×+ | | " ≈×+ <i>debtz.</i> | " ×# |
| 93 | ABo1 ≈×+ | | DFo1 ≈×+ | | " ≈×+ | | " ≈×+ <i>debtz.</i> | " ×# |
| 94 | " ≈×+ | | " ≈×+ | | " ≈×+ | | " ≈×+ | " ×# |
| 95 | " ≈×+ | | " ≈×+ | | " ≈×+ | | " ≈×+ | " ×# |
| 96 | " ≈×+ | | " ≈×+ | | " ≈×+ | | " ≈×+ | " ×# |
| 97 | " ≈×+ | | " ≈×+ | | " ≈×+ | | CFo ≈×+ | " ×# |
| 98 | BCo1 ≈×+ | | | | " ≈×+ | | " ≈×+ | " ×# |
| 99 | " ≈×+ | | | | BFo ≈×+ | | " ≈×+ | " ×# |

*) Midtkupéen betecknad som postkupé, men oinredd.
**) BCoc N:r 1276—1278 tillhör Örebro—Svartå järnvägsaktiebolag.

| Nr | H u n d r a t a l. | | | | | | |
|----|--------------------|---------------------------|---------------------------|--------------------------------------|----|--|--|
| | 15 | 16 | 17 | 18 | 19 | | |
| 00 | | F3b + | F2b*V+ | F5 W+ | | | |
| 01 | | F3aV+ <small>xxx</small> | " * + | " W+ | | | |
| 02 | | F3b + | " * + | " W+ | | | |
| 03 | | [] | " *V+ | " W+ | | | |
| 04 | | " + | " *V+ | " HW+ | | | |
| 05 | | " + | " *V+ | F1 X+ | | | |
| 06 | | " + | " *V+ | " X+ <small>Gammal märkning.</small> | | | |
| 07 | | [] | " *V+ | " V+ <small>SHJ. F. 197</small> | | | |
| 08 | | [] | " *V+ | " å V+ <small>" 198</small> | | | |
| 09 | | " V+ | " *V+ | " X+ <small>" 199</small> | | | |
| 10 | | " + | " *V+ | F3b V+ <small>LEJ. " 239</small> | | | |
| 11 | | " + | " *V+ | " V+ <small>" 240</small> | | | |
| 12 | | F3a***V+ <small>#</small> | " *V+ | F1 X+ <small>SHJ. " 75</small> | | | |
| 13 | | F3b + | " *V+ | " X+ <small>" 76</small> | | | |
| 14 | | " + | " *V+ | " X+ <small>MHJ. " 441</small> | | | |
| 15 | | F3aX+ <small>#</small> | " *V+ | " X+ <small>GHB. " 649</small> | | | |
| 16 | | F3b + | " *V+ | " X+ <small>" 650</small> | | | |
| 17 | | " + | F3b [] | " X+ | | | |
| 18 | | " + | " + | " X+ | | | |
| 19 | | " + | " + | " X+ | | | |
| 20 | | [] | " + | " X+ | | | |
| 21 | | " V+ | " + | | | | |
| 22 | | " + | " V+ | | | | |
| 23 | | [] | " V+ | | | | |
| 24 | | " + | " V+ | | | | |
| 25 | | F3a X+ | " + | | | | |
| 26 | | F3b V+ | " + | | | | |
| 27 | | " + | " V+ | | | | |
| 28 | | [] | " V+ | | | | |
| 29 | | F3b + | " + | | | | |
| 30 | | " + | " V+ <small>∞</small> | | | | |
| 31 | | " + | " + | | | | |
| 32 | | " + | " bp+ <small>∞</small> | | | | |
| 33 | | F2b**+ <small>#</small> | " + | | | | |
| 34 | | " * + | F3a***V+ | | | | |
| 35 | | " **+ | F2b*V+ <small>∞</small> | | | | |
| 36 | | " **+ | F3bV+ <small>∞</small> | | | | |
| 37 | | " * + | " X+ <small>∞</small> | | | | |
| 38 | | [] | F3a***X+ <small>∞</small> | | | | |
| 39 | | " * + | F3b X+ <small>∞</small> | | | | |
| 40 | | " * + | " V+ <small>∞</small> | | | | |
| 41 | | " **+ | " X+ <small>∞</small> | | | | |
| 42 | C y x # | " * + | " X+ <small>∞</small> | | | | |
| 43 | x ~ ~ | [] | F3a [] <small>∞</small> | | | | |
| 44 | x ~ ~ | " *V+ <small>∞</small> | " X+ <small>∞</small> | | | | |
| 45 | x ~ ~ | " * + | " ***X+ <small>∞</small> | | | | |
| 46 | x ~ ~ | " * + | " X+ <small>∞</small> | | | | |
| 47 | x ~ ~ | [] | " X+ <small>∞</small> | | | | |
| 48 | x ~ ~ | " * + | " X+ <small>∞</small> | | | | |
| 49 | x ~ ~ | " *V+ <small>∞</small> | " X+ <small>∞</small> | | | | |

Tecknens betydelse: + enkel skrubbroms, ++ dubbel skrubbroms, X vakuumbroms, ∞ friktionsbroms, W Westinghousebroms, V vakuumrör,
 [] sloopad, H hastighetsmätare. * Har ej konduktörs kupé. ** Har jämväl skrubbroms i ångpannekupén.
 *** Har dörr i båda gafvelväggarna. å försedd med ångpanna för tågvärming.

Yer godsdör fr. resgodsavdelningen

| N | Hundratal. | | | | | |
|----|------------|---------|--------------------|----|----|--|
| | 15 | 16 | 17 | 18 | 19 | |
| 50 | C4 X# | F2b * + | F3a x+ | | | |
| 51 | | n | n *** x+ | | | |
| 52 | | n * V+ | n *** x+ | | | |
| 53 | | n * + | n *** x+ | | | |
| 54 | | n * V+ | n *** x+ | | | |
| 55 | | n * + | n *** x+ | | | |
| 56 | | n * V+ | n *** x+ | | | |
| 57 | | n * V+ | n *** x+ | | | |
| 58 | | n * + | n *** x+ | | | |
| 59 | | n * + | n *** x+ | | | |
| 60 | | n x+ | F3b W x+ | | | |
| 61 | | n * + | n x+ | | | |
| 62 | | n * + | n x+ | | | |
| 63 | | n W x+ | n x+ | | | |
| 64 | | n * V+ | n x+ | | | |
| 65 | | n * V+ | n x+ | | | |
| 66 | | n * + | n x+ | | | |
| 67 | | n * + | n x+ | | | |
| 68 | | n * # | n x+ | | | |
| 69 | | n * V+ | n x+ | | | |
| 70 | | n * V+ | F1 x+ | | | |
| 71 | | n ** V+ | n x+ | | | |
| 72 | | n * V+ | n x+ | | | |
| 73 | | n * + | n x+ | | | |
| 74 | | n * + | n x+ | | | |
| 75 | | n * + | n x+ | | | |
| 76 | | n * # | # n x+ <i>g tt</i> | | | |
| 77 | | n * + | n x+ | | | |
| 78 | | n * + | n x+ | | | |
| 79 | | n ** V+ | n x+ | | | |
| 80 | | n * + | n x+ | | | |
| 81 | | n * V+ | n x+ | | | |
| 82 | | n * + | n x+ | | | |
| 83 | | n * + | n x+ | | | |
| 84 | | n * V+ | n x+ | | | |
| 85 | | n * + | n x+ | | | |
| 86 | | n * + | n x+ | | | |
| 87 | | n ** + | n x+ | | | |
| 88 | | n ** V+ | n x+ | | | |
| 89 | | n * + | n x+ | | | |
| 90 | | n | n x+ | | | |
| 91 | | n * + | n x+ | | | |
| 92 | | n * + | n x+ | | | |
| 93 | | n * + | n x+ | | | |
| 94 | | n * + | n x+ | | | |
| 95 | | n * V+ | # n x+ <i>g tt</i> | | | |
| 96 | | n * + | n x+ | | | |
| 97 | | n * V+ | # n x+ <i>g tt</i> | | | |
| 98 | | n * V+ | n x+ | | | |
| 99 | | n * V+ | F5 W+ | | | |

* Har ej konduktörskupé. ** Har jämväl skrufbroms i ångpannekupén. *** Har dörr i båda gafvelväggarna.

(† Restaurationsfinka.)

| Nr | H u n d r a t a l. | | | | | | | | | | | | | | | | | |
|----|--------------------|---|----|----|----|---|----|---|----|----|---|----|-----|----|------|----|---|---|
| | 20 | | 21 | | 22 | | 23 | | 24 | | | | | | | | | |
| 00 | I1 | + | 11 | G2 | c | 9 | G2 | c | 9 | I1 | + | 11 | G2 | c | 9 | | | |
| 01 | n | | n | n | c | n | I1 | + | 11 | n | | n | n | c | n | | | |
| 02 | n | | n | n | c | n | n | | n | n | + | n | n | c | n | | | |
| 03 | n | + | n | n | c | n | n | | n | n | + | n | n | c | n | | | |
| 04 | n | | n | n | c | n | n | | n | n | + | n | n | c | n | | | |
| 05 | n | | n | n | c | n | n | + | n | n | + | n | Gv2 | n | | | | |
| 06 | n | | n | n | c | n | n | + | n | n | + | n | G2 | h | n | | | |
| 07 | n | | n | n | c | n | n | + | n | n | + | n | n | c | n | | | |
| 08 | n | + | n | n | c | n | n | | n | n | + | n | n | c | n | | | |
| 09 | n | | n | n | c | n | n | | n | n | | n | c | n | | | | |
| 10 | n | | n | n | c | n | n | + | n | n | | n | c | n | | | | |
| 11 | n | | n | n | c | n | n | + | n | n | | n | c | n | | | | |
| 12 | I4 | | | N1 | 11 | | n | | n | n | | n | c | n | | | | |
| 13 | n | | | n | + | n | n | + | n | n | | n | c | n | | | | |
| 14 | n | | | n | | n | n | | n | n | | n | c | n | | | | |
| 15 | n | | | n | | n | n | + | n | n | | n | c | n | | | | |
| 16 | n | | | n | | n | n | + | n | n | | n | c | n | | | | |
| 17 | n | | | n | + | n | n | | n | n | | n | + | c | n | | | |
| 18 | n | | | n | | n | n | | n | n | | n | + | c | n | | | |
| 19 | I1 | | 11 | n | | n | n | + | n | n | | I1 | + | 11 | | | | |
| 20 | I4 | | | n | | n | n | + | n | n | | G2 | + | c | 9 | | | |
| 21 | n | | | n | | n | n | | n | n | | n | + | c | n | | | |
| 22 | n | | | n | | n | n | | n | n | | n | + | c | n | | | |
| 23 | n | | | n | + | n | n | | n | n | | n | + | c | n | | | |
| 24 | n | | | n | | n | n | + | n | n | | n | + | c | n | | | |
| 25 | n | | | n | + | n | n | | n | n | | n | + | c | n | | | |
| 26 | n | | | n | + | n | n | + | n | n | | I1 | + | 11 | | | | |
| 27 | n | | | n | + | n | n | | n | n | | G2 | + | c | 9 | | | |
| 28 | n | | | n | | n | n | | n | n | | n | + | c | n | | | |
| 29 | n | | | n | | n | n | | n | n | | n | + | c | n | | | |
| 30 | I1 | + | 11 | n | + | n | n | | n | n | | n | c | n | *) n | + | c | n |
| 31 | I4 | | | n | + | n | n | | n | n | | n | c | n | n | + | c | n |
| 32 | n | | | n | | n | n | | n | n | | n | c | n | n | + | c | n |
| 33 | n | | | n | | n | n | + | n | n | | n | c | n | K1 | 11 | | |
| 34 | n | | | n | | n | n | | n | n | | n | c | n | n | | n | |
| 35 | n | | | n | + | n | n | | n | n | | n | c | n | n | | n | |
| 36 | n | | | n | | n | n | | n | n | | n | c | n | n | | n | |
| 37 | n | | | n | | n | n | | n | n | | n | c | n | n | | n | |
| 38 | n | | | n | | n | n | | n | n | | n | c | n | n | | n | |
| 39 | n | | | n | | n | n | | n | n | | n | c | n | n | | n | |
| 40 | n | | | n | + | n | n | | n | n | | I1 | + | 11 | n | | n | |
| 41 | n | | | n | + | n | n | | n | n | | G2 | c | 9 | n | | n | |
| 42 | N1 | | 11 | n | | n | n | | n | n | | n | c | n | n | | n | |
| 43 | n | | | n | | n | n | | n | n | | n | + | c | n | | n | |
| 44 | n | | | n | + | n | n | | n | n | | n | c | n | n | | n | |
| 45 | n | | | n | | n | n | + | n | n | | n | c | n | n | | n | |
| 46 | n | | | n | | n | n | | n | n | | n | c | n | n | | n | |
| 47 | n | | | n | | n | n | | n | n | | n | c | n | n | | n | |
| 48 | n | | | n | | n | n | | n | n | | n | c | n | n | | n | |
| 49 | n | | | n | + | n | n | | n | n | | n | c | n | n | | n | |

Tecknens betydelse: + enkel skrubroms, | rörledning för tryckluftbroms, slöpad, c beslag för truppbänkar, h hästgrindar.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

* Försedd med kamin i bromskupén.

| Nr | Hundratal | | | | | | | | | | |
|----|-----------|----|----|-----|-----|-----|-----|----|----|----|----|
| | 20 | | 21 | | 22 | | 23 | | 24 | | |
| 50 | N1 | 11 | N1 | 11 | I1+ | 11 | G2 | h | 9 | K1 | 11 |
| 51 | " | n | " | n | "+ | " | n | c | n | " | n |
| 52 | n | n | n+ | n | n+ | n | n | c | n | n | n |
| 53 | n | n | n | n | n+ | n | n | c | n | n+ | n |
| 54 | n | n | n | n | n+ | n | n | c | n | n+ | n |
| 55 | n | n | n | n | n+ | n | n | c | n | n+ | n |
| 56 | n | n | n | n | n | n | n | +c | n | n+ | n |
| 57 | n | n | n+ | n | n | n | n | c | n | n+ | n |
| 58 | n+ | n | n | n | n | n | n | c | n | n+ | n |
| 59 | n+ | n | n | n | n | n | n | c | n | G2 | c |
| 60 | n+ | n | n | n | n+ | n | n | c | n | n | c |
| 61 | n+ | n | n | n | N1 | n | N1 | 11 | " | n | c |
| 62 | G2 | " | n | n | n | n | n | n | n | n | c |
| 63 | n | c | 9 | n+ | n | n | n | +n | n | n | c |
| 64 | n | h | n | n+ | n | n | n | +n | n | n | c |
| 65 | n | c | n | n+ | n | n | n | n | n | n | c |
| 66 | n | c | n | n | n | K3 | n | n | n | n | c |
| 67 | Gv2 | n | n | n | n | n | n | +n | n | n | c |
| 68 | G2 | c | n | n+ | n | n | n | +n | n | n | c |
| 69 | n | h | n | n+ | n | n | n | n | n | n | c |
| 70 | n | c | n | n | n | n | n | +n | n | n | c |
| 71 | n | c | n | n | I1+ | n | n | +n | n | n | c |
| 72 | n | c | n | n | n+ | n | n | n | n | n | c |
| 73 | n | c | n | n | n+ | n | n | n | n | n | c |
| 74 | n | c | n | n+ | n | n+ | n | n | n | n | c |
| 75 | n | c | n | n+ | n | n+ | n | n | n | n | c |
| 76 | n | c | n | n | n+ | n | I1+ | n | n | n | c |
| 77 | n | c | n | n | n+ | n | P1+ | n | n | n | c |
| 78 | n | c | n | 02 | 8 | n+ | n | +n | n | n | c |
| 79 | n | n | n | n | n+ | n | I1+ | n | n | n | c |
| 80 | n | c | n | I1+ | 11 | n+ | n | +n | n | n | c |
| 81 | n | h | n | n+ | n | n | n | +n | n | n | c |
| 82 | n | c | n | n | n | n | n | +n | n | n | c |
| 83 | n | c | n | n | n | n | G2 | c | 9 | n | c |
| 84 | n | c | n | n+ | n | n | n | c | n | n | c |
| 85 | n | h | n | n+ | n | n+ | n | c | n | n | c |
| 86 | n | h | n | n | n | n | n | c | n | n | c |
| 87 | n | h | n | n | n | n | n | c | n | n | c |
| 88 | n | h | n | I4 | n | n+ | n | c | n | n | c |
| 89 | n | c | n | I1 | n | n+ | n | c | n | n | c |
| 90 | n | c | n | n | n | n | n | c | n | n | c |
| 91 | n | c | n | n | n+ | n | n | h | n | n | c |
| 92 | n | c | n | n | n+ | n | n | h | n | n | c |
| 93 | I1 | 11 | n | n | I4 | n | n | c | n | I1 | 11 |
| 94 | G2 | c | 9 | n | n | I1+ | n | c | n | P1 | n |
| 95 | n | c | n | n | n+ | n | n | c | n | I1 | n |
| 96 | n | c | n | n | n | n | n | c | n | P1 | n |
| 97 | n | c | n | n | n | n | n | c | n | I1 | n |
| 98 | n | h | n | n | n | n+ | n | c | n | P1 | n |
| 99 | n | c | n | n+ | n | n+ | n | c | n | n | n |

| Nr | Hundratal. | | | | | | | | | |
|----|--------------------|----|---------|----|------|----|--------|----|------|----|
| | 25 | | 26 | | 27 | | 28 | | 29 | |
| 00 | I1 | 11 | I1 | 11 | P1 | 11 | N1 | 11 | N1 | 11 |
| 01 | n | n | n | n | I1 | n | n | n | n | n |
| 02 | n + | n | G2 + c | 9 | P1 | n | n | n | n | n |
| 03 | P1 | | n + c | n | I1 | n | n | n | n | n |
| 04 | n + | n | n + c | n | n | n | n | n | n | n |
| 05 | I1 + | n | n c | n | n | n | n | n | n | n |
| 06 | n + | n | n c | n | P1 | n | n | n | n | n |
| 07 | n | n | n c | n | I1 | n | n | n | n | n |
| 08 | n | n | n c | n | P1 | n | n | n | n | n |
| 09 | n + | n | n c | n | I1 | n | n | n | n | n |
| 10 | n | n | n c | n | n | n | n | n | n | n |
| 11 | n | n | n c | n | P1 | | n | n | n | n |
| 12 | n | n | n c | n | I1 | n | n | n | n + | n |
| 13 | n | n | n c | n | n | n | n | n | n | n |
| 14 | n | n | n c | n | n | n | n | n | n + | n |
| 15 | n | n | n c | n | n | n | n | n | n | n |
| 16 | n + | n | n c | n | n | n | n | n | n | n |
| 17 | n + | n | n c | n | n | n | n | n | n + | n |
| 18 | n | n | n c | n | n | n | n | n | K1 + | n |
| 19 | n | n | n c | n | n | n | n | n | n + | n |
| 20 | n | n | n c | n | n | n | n | n | n + | n |
| 21 | n | n | n c | n | n | n | n | n | n + | n |
| 22 | n | n | I1 + 11 | | N1 + | n | K1 + | n | n + | n |
| 23 | N1 | n | n + | n | n + | n | n + | n | n + | n |
| 24 | n | n | P1 + | n | n + | n | n + | n | n + | n |
| 25 | n | n | I1 + | n | n + | n | n + | n | n + | n |
| 26 | n | n | n + | n | n + | n | n | n | n | n |
| 27 | n | n | n + | n | n + | n | n | n | n | n |
| 28 | n | n | n + | n | n + | n | n | n | n | n |
| 29 | n | n | n + | n | n + | n | n | n | n | n |
| 30 | n | n | n + | n | n + | n | n | n | n | n |
| 31 | n + | n | n + | n | n + | n | n | n | n | n |
| 32 | n + | n | n + | n | n + | n | n | n | n | n |
| 33 | Q3 längsle | | n + | n | n + | n | n | n | n | n |
| 34 | Q2 | | n + | n | n + | n | n | n | n | n |
| 35 | Q3 Stockholm norra | | n + | n | n + | n | n | n | n | n |
| 36 | K1 + 11 | | n + | n | n + | n | n | n | n | n |
| 37 | n + | n | n + | n | n + | n | n | n | n | n |
| 38 | n | n | n + | n | n | n | n | n | n | n |
| 39 | n + | n | n | n | n | n | n | n | n | n |
| 40 | n + | n | n | n | n | n | n | n | n | n |
| 41 | n + | n | P1 | n | n | n | n | n | n | n |
| 42 | n | n | I1 | n | n | n | G2 + c | 9 | n | n |
| 43 | n | n | n | n | n | n | n + c | n | n | n |
| 44 | n | n | n | n | n | n | n + c | n | n | n |
| 45 | n | n | n | n | n | n | n c | n | n | n |
| 46 | n | n | n | n | n | n | n c | n | n | n |
| 47 | n | n | n | n | n | n | n c | n | n | n |
| 48 | n | n | n | n | n | n | n c | n | n | n |
| 49 | n | n | n | n | n | n | n c | n | n | n |

Tecknens betydelse: + enkel skrubbroms, □ slopad, c beslag för truppbänkar.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| Nº | H u n d r a t a l. | | | | | | | |
|----|--------------------|----|----|----|----|----|---|--------|
| | 25 | | 26 | | 27 | | 28 | |
| 50 | K1 | 11 | I1 | 11 | N1 | 11 | G2 | c 9 |
| 51 | " | " | " | " | " | " | c " | " |
| 52 | " | " | " | " | " | " | c " | " |
| 53 | " | " | " | " | " | " | c " | " |
| 54 | " | " | " | " | " | " | c " | " |
| 55 | " | " | P1 | " | " | " | c " | " |
| 56 | " | " | " | " | " | " | c " | " |
| 57 | " | " | I1 | " | " | " | c " | " |
| 58 | " | " | " | " | " | " | c " D | " |
| 59 | " | " | P1 | " | " | " | c " | " |
| 60 | " | " | I1 | " | " | " | c " | " |
| 61 | " | " | " | " | " | " | c " | " |
| 62 | " | " | " | " | " | " | I1 + 11 | " |
| 63 | " | " | " | " | " | " | + " | " |
| 64 | " | " | " | " | " | " | + " | " |
| 65 | " | " | " | " | " | " | " | " |
| 66 | " | " | " | " | " | " | " | " |
| 67 | " | " | " | " | " | " | " | " |
| 68 | " | " | P1 | " | " | " | " | N1 + " |
| 69 | " | " | I1 | " | " | " | " | " + " |
| 70 | " | " | " | " | " | " | " | " + " |
| 71 | " | " | " | " | " | " | " | " + " |
| 72 | " | " | " | " | " | " | " | " + " |
| 73 | I1 + | " | " | " | " | " | " | " + " |
| 74 | " + | " | " | " | " | " | " | " + " |
| 75 | " + | " | " | " | " | " | " | " + " |
| 76 | " + | " | " | " | " | " | " | " + " |
| 77 | " + | " | " | " | " | " | " | " + " |
| 78 | " | " | " | " | " | " | " | " |
| 79 | P1 | " | " | " | " | " | " | " |
| 80 | I1 | " | " | " | " | " | " | " |
| 81 | " | " | " | " | " | " | " | " |
| 82 | " | " | " | " | " | " | + " | " |
| 83 | " | " | P1 | " | " | " | + " | " |
| 84 | " | " | I1 | " | " | " | " | " |
| 85 | " | " | " | " | " | " | " | " |
| 86 | P1 | " | " | " | " | " | " | " |
| 87 | I1 | " | " | " | " | " | " | " |
| 88 | " | " | " | " | " | " | " | " |
| 89 | " | " | " | " | " | " | " | " |
| 90 | " | " | " | " | " | " | " | " |
| 91 | P1 | " | " | " | " | " | " | " |
| 92 | I1 | " | " | " | " | " | N1 + " | " |
| 93 | " | " | " | " | " | " | + " | " |
| 94 | " | " | " | " | " | " | + " | " |
| 95 | " | " | " | " | " | " | " | " |
| 96 | " | " | P1 | " | " | " | " | " |
| 97 | " | " | I1 | " | " | " | " | " |
| 98 | " | " | " | " | " | " | " | " |
| 99 | " | " | " | " | " | " | " | " |

| M | Hundratal. | | | | | | | | | |
|----|------------|----|--------|-----|----|----|----|----|----|-------|
| | 30 | | 31 | | 32 | | 33 | | 34 | |
| 00 | N1 | 11 | I1 | 11 | I1 | 11 | N1 | 11 | K1 | 11 |
| 01 | K1 | n | P1 | n | n | n | n | n | n | n |
| 02 | n | n | I1 | n | n | n | n | n | n | n |
| 03 | n | n | n | n | n | n | n | n | n | n |
| 04 | n | n | n | n | n | n | n | n | n | n |
| 05 | n | n | n | n | n | n | n | n | n | n |
| 06 | n | n | n | n | n | n | n | n | n | n |
| 07 | n | n | P1 | n | n | n | n | n | n | n |
| 08 | n | n | n | n | n | n | n | n | n | n |
| 09 | n | n | I1 | n | n | n | n | n | n | n |
| 10 | n | n | P1 | n | n | n | n | n | n | n |
| 11 | n | n | I1 | n | n | n | n | n | n | n |
| 12 | n | n | n | n | n | n | n | n | n | n |
| 13 | n | + | n | P1 | n | n | n | n | n | n |
| 14 | n | + | n | I1 | n | P1 | n | n | n | n |
| 15 | n | | | n | n | n | n | n | n | n |
| 16 | n | + | n | n | n | n | n | n | n | n |
| 17 | n | + | n | n | n | I1 | n | n | n | n |
| 18 | n | + | n | n | n | n | n | n | n | n |
| 19 | I1 | n | | n | n | n | n | n | n | n |
| 20 | n | n | P1 | n | n | n | n | n | n | n |
| 21 | n | n | I1 | n | P1 | n | n | n | n | n |
| 22 | n | + | n | n | I1 | n | n | n | n | n |
| 23 | P1 | | | n | P1 | n | n | n | n | n |
| 24 | I1 | + | n | n | n | n | n | n | n | n |
| 25 | n | n | n | n | I1 | n | n | n | n | n |
| 26 | n | n | G2 + c | 9 | n | n | n | n | n | n |
| 27 | n | n | n | c | n | n | n | n | n | n |
| 28 | n | n | n | c | n | n | n | n | n | n |
| 29 | n | n | n | c | n | n | n | n | n | n |
| 30 | n | n | n | + c | n | n | n | n | n | n |
| 31 | n | + | n | + c | n | n | n | n | n | n |
| 32 | n | n | n | + c | n | n | n | n | n | n |
| 33 | n | n | n | h | n | n | n | n | n | n |
| 34 | P1 | n | n | h | n | n | n | n | n | n |
| 35 | I1 | n | n | h | n | n | n | n | n | n |
| 36 | n | n | n | h | n | n | n | n | n | n |
| 37 | n | n | n | h | n | n | n | n | n | n |
| 38 | n | n | n | h | n | n | n | n | n | n |
| 39 | N1 | n | n | h | n | n | n | n | n | n |
| 40 | n | n | I1 | 11 | n | n | n | n | n | n |
| 41 | n | n | G2 | h 9 | n | n | n | n | G2 | |
| 42 | n | n | n | h n | n | n | n | n | n | + c 9 |
| 43 | n | n | n | h n | n | n | n | n | n | + c n |
| 44 | n | n | n | h n | n | n | n | n | n | + c n |
| 45 | n | n | n | h n | n | n | n | n | n | c n |
| 46 | n | n | n | c n | n | n | n | n | n | c n |
| 47 | n | n | n | h n | n | n | n | n | n | c n |
| 48 | n | n | n | l n | n | n | n | n | n | c n |
| 49 | n | n | n | c n | n | n | n | n | n | c n |

Tecknens betydelse: + enkel skrubfbroms, □ enkel skrubfbroms och bromskur, c beslag för truppbänkar, h hästgrindar.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| N° | Hundratal. | | | | | | | | | |
|----|------------|-----|-----|-----|-----|----|-----|----|-----|-----|
| | 30 | | 31 | | 32 | | 33 | | 34 | |
| 50 | N1 | 11 | G2 | c 9 | I1 | 11 | N1 | 11 | G2 | c 9 |
| 51 | n | n | n | c n | n | n | n | n | n | c n |
| 52 | n | n | n | c n | n | n | n | n | n | c n |
| 53 | n | n | n | c n | n | n | n | n | n | c n |
| 54 | n | n | n | c n | n | n | n | n | n | c n |
| 55 | n | n | n | c n | n | n | n | n | n | h n |
| 56 | n | n | n | c n | N1+ | n | n | n | n | h n |
| 57 | n | n | n | c n | n+ | n | n | n | n | h n |
| 58 | n | n | n | c n | n+ | n | n | n | I1 | 11 |
| 59 | n | n | n | c n | n+ | n | n | n | G2 | h 9 |
| 60 | n | n | n | c n | n+ | n | n | n | n | h n |
| 61 | n | n | n | c n | n+ | n | n | n | I1+ | 11 |
| 62 | n | n | n | c n | n+ | n | n | n | n+ | n |
| 63 | n | n | n | c n | n+ | n | n | n | n+ | n |
| 64 | n | n | n | c n | n+ | n | n | n | n+ | n |
| 65 | n | n | n | c n | n+ | n | n | n | n+ | n |
| 66 | n | n | I1+ | 11 | n+ | n | n | n | n+ | n |
| 67 | n | n | n+ | n | n+ | n | n | n | n+ | n |
| 68 | n | n | n+ | n | n+ | n | n | n | n | n |
| 69 | n+ | n | n+ | n | n+ | n | n | n | n | n |
| 70 | n+ | n | n+ | n | n+ | n | n | n | n | n |
| 71 | n+ | n | n+ | n | n+ | n | n | n | n | n |
| 72 | n+ | n | n+ | n | n+ | n | n | n | n | n |
| 73 | n+ | n | n+ | n | n+ | n | n | n | n | n |
| 74 | n+ | n | n+ | n | n+ | n | n | n | n | n |
| 75 | n+ | n | n+ | n | n+ | n | n | n | n | n |
| 76 | n+ | n | n+ | n | n | n | K1+ | n | n | n |
| 77 | n | n | n+ | n | n | n | n+ | n | n | n |
| 78 | n+ | n | n+ | n | n | n | n+ | n | n | n |
| 79 | G2 | c 9 | n+ | n | n | n | n+ | n | n | n |
| 80 | K1+ | 11 | n+ | n | n | n | n+ | n | n | n |
| 81 | n+ | n | n | n | n | n | n+ | n | n | n |
| 82 | n | n | n | n | n | n | n+ | n | n | n |
| 83 | n | n | n | n | n | n | n+ | n | n | n |
| 84 | n | n | n | n | n | n | n+ | n | n | n |
| 85 | n | n | n | n | n | n | n+ | n | n | n |
| 86 | n | n | n | n | n | n | n | n | n | n |
| 87 | n | n | n | n | n | n | n | n | n | n |
| 88 | n | n | n | n | n | n | n | n | n | n |
| 89 | n | n | n | n | n | n | n | n | n | n |
| 90 | n | n | n | n | n | n | n | n | n | n |
| 91 | n | n | n | n | n | n | n | n | n | n |
| 92 | n | n | n | n | n | n | n | n | n+ | n |
| 93 | I1+ | n | n | n | n | n | n | n | n | n |
| 94 | n+ | n | n | n | n | n | n | n | n | n |
| 95 | n+ | n | n | n | n | n | n | n | n | n |
| 96 | P1 | ■■* | n | n | n | n | n | n | n | n |
| 97 | I1+ | 11 | n | n | n | n | n | n | n | n |
| 98 | n | n | n | n | n | n | n | n | n | n |
| 99 | n | n | P1 | n | n | n | n | n | n | n |

* Belastad bromsvagn å linjen Kil—Fryksta.

| Nr | Hundratal. | | | | | | | | | | |
|----|------------|----|------|----|------|----|------|----|----|----|----|
| | 35 | | 36 | | 37 | | 38 | | 39 | | |
| 00 | I1 | 11 | N1 + | 11 | K1 | 11 | G2 | c | 9 | N1 | 11 |
| 01 | n + | n | n + | n | n | n | n | c | n | n | n |
| 02 | n + | n | n + | n | n | n | n | | n | n | n |
| 03 | n + | n | n + | n | n | n | n | c | n | n | n |
| 04 | n | n | n + | n | n | n | n | c | n | n | n |
| 05 | n | n | n + | n | n | n | n | c | n | n | n |
| 06 | n | n | n | n | n | n | n | c | n | n | n |
| 07 | n | n | n | n | n | n | n | c | n | n | n |
| 08 | n | n | n | n | n | n | n | c | n | n | n |
| 09 | n | n | n | n | n | n | n | c | n | n | n |
| 10 | n | n | n | n | n | n | n | c | n | n | n |
| 11 | n | n | n | n | n | n | N1 + | 11 | n | n | n |
| 12 | n | n | n | n | n | n | n + | n | n | n | n |
| 13 | n | n | n | n | n | n | n + | n | n | n | n |
| 14 | n | n | n | n | N1 + | n | n + | n | n | n | n |
| 15 | n | n | n | n | n + | n | n + | n | n | n | n |
| 16 | n | n | n | n | n + | n | n + | n | n | n | n |
| 17 | n | n | n | n | n + | n | n + | n | n | n | n |
| 18 | n | n | n | n | n + | n | n + | n | n | n | n |
| 19 | n | n | n | n | n + | n | n + | n | n | n | n |
| 20 | n | n | n | n | n + | n | n + | n | n | n | n |
| 21 | N1 + | n | n | n | n + | n | n + | n | n | n | n |
| 22 | n + | n | n | n | n | n | n + | n | n | n | n |
| 23 | n + | n | n | n | n | n | n + | n | n | n | n |
| 24 | n + | n | n | n | n | n | n + | n | n | n | n |
| 25 | n + | n | n | n | n | n | n + | n | n | n | n |
| 26 | n + | n | n | n | n | n | n + | n | n | n | n |
| 27 | n + | n | n | n | n | n | n + | n | n | n | n |
| 28 | n + | n | n | n | n | n | n + | n | n | n | n |
| 29 | n + | n | n | n | n | n | n + | n | n | n | n |
| 30 | n | n | n | n | n | n | n + | n | n | n | n |
| 31 | n | n | n | n | n | n | n + | n | n | n | n |
| 32 | n | n | n | n | n | n | n + | n | n | n | n |
| 33 | n | n | n + | n | n | n | n + | n | n | n | n |
| 34 | Q4 | | n + | n | n | n | n + | n | n | n | n |
| 35 | N1 | 11 | n + | n | n | n | n + | n | n | n | n |
| 36 | n | n | n | n | n | n | n + | n | n | n | n |
| 37 | n | n | n | n | n | n | n + | n | n | n | n |
| 38 | n | n | n | n | n | n | n + | n | n | n | n |
| 39 | n | n | K1 + | n | n | n | n + | n | n | n | n |
| 40 | n | n | n + | n | n | n | n + | n | n | n | n |
| 41 | n | n | n + | n | n | n | n + | n | n | n | n |
| 42 | n | n | n + | n | n | n | n + | n | n | n | n |
| 43 | n | n | n + | n | n | n | n + | n | n | n | n |
| 44 | n | n | n + | n | n | n | n + | n | n | Q4 | |
| 45 | n | n | n + | n | n | n | n + | n | n | N1 | 11 |
| 46 | n | n | n + | n | n | n | n + | n | n | n | n |
| 47 | n | n | n + | n | n | n | n + | n | n | n | n |
| 48 | n | n | n + | n | n | n | n + | n | n | n | n |
| 49 | n | n | n + | n | n | n | n + | n | n | n | n |

Tecknens betydelse: + enkel skrubroms, | rörledning för tryckluftbroms, □ sloopad, c beslag för truppbenkar.
Siffran i andra kolumnen angiver vagnens lastförmåga i ton.

| Nr | Hundratal. | | | | | | | | | |
|----|------------|----|-----|----|-------|-----|-----|----|----|----|
| | 35 | | 36 | | 37 | | 38 | | 39 | |
| 50 | N1 | 11 | K1+ | 11 | N1 | 11 | N1+ | 11 | N1 | 11 |
| 51 | n | n | n | n | n | n | n | n | n | n |
| 52 | n | n | n | n | n | n | n | n | n | n |
| 53 | n | n | n | n | n | n | n | n | n | n |
| 54 | n | n | n | n | n | n | n | n | n | n |
| 55 | n | n | n | n | n | n | n | n | n | n |
| 56 | n | n | n | n | n | n | n | n | n | n |
| 57 | n | n | n | n | n | n | n | n | n | n |
| 58 | n | n | n | n | n | n | n | n | n | n |
| 59 | n | n | n | n | n | n | n | n | n | n |
| 60 | n | n | n | n | n | n | n | n | n | n |
| 61 | n | n | n | n | n | n | n | n | n | n |
| 62 | n | n | n | n | n | n | n | n | n | n |
| 63 | n | n | n | n | n | n | n | n | n | n |
| 64 | n | n | n | n | n | n | n | n | n | n |
| 65 | n | n | n | n | n | n | n | n | n | n |
| 66 | n | n | n | n | n | n | n | n | n | n |
| 67 | n | n | n | n | n | n | n | n | n | n |
| 68 | n | n | n | n | n | n | n | n | n | n |
| 69 | n | n | n | n | G2+ | 9 | n | n | n | n |
| 70 | n | n | n | n | * n + \| | n | n | n | n | n |
| 71 | n | n | n | n | n + c | n | n | n | n | n |
| 72 | n | n | n | n | n + c | n | n | n | n | n |
| 73 | n | n | n | n | n + c | n | Q4 | n | n | n |
| 74 | n | n | n | n | n + c | n | N1 | 11 | n | n |
| 75 | n | n | n | n | n + c | n | n | n | n | n |
| 76 | n | n | n | n | n + c | n | n | n | n | n |
| 77 | n | n | n | n | n + c | n | n | n | n | n |
| 78 | n | n | n | n | n + c | n | n | n | n | n |
| 79 | n | n | n | n | n c | n | n | n | n | n |
| 80 | n | n | n | n | n c | n | n | n | n | n |
| 81 | n | n | n | n | n c | n | n | n | n | n |
| 82 | n | n | n | n | n c | n | n | n | n | n |
| 83 | n | n | n | n | n c | n | n | n | n | n |
| 84 | n | n | n | n | n c | n | | | | |
| 85 | n | n | n | n | n c | n | n | n | n | n |
| 86 | n | n | n | n | n c | n | n | n | Q4 | |
| 87 | n | n | n | n | n c | n | n | n | N1 | 11 |
| 88 | n | n | n | n | n | | n | n | n | n |
| 89 | n | n | n | n | n c | n | n | n | n | n |
| 90 | n | | n | n | n c | n | n | n | n | n |
| 91 | n | n | n | n | n c | n | n | n | n | n |
| 92 | n | n | n | n | n c | n | n | n | n | n |
| 93 | n | n | n | n | n c | n | n | n | n | n |
| 94 | n | n | n | n | n c | n | | | | |
| 95 | n | n | n | n | n c | n | n | n | n | n |
| 96 | n | n | n | n | n c | n | n | n | n | n |
| 97 | n | n | n | n | n c | n | n | n | n | n |
| 98 | n + | n | n | n | I1 | 11 | n | n | n | n |
| 99 | n + | n | n | n | G2 | c 9 | n | n | n | n |

*) Försedd med kamin i bromskupén.

| M | Hundratal. | | | | | | | | | |
|----|------------|----|----|----|----|----|----|----|-----|-----|
| | 40 | | 41 | | 42 | | 43 | | 44 | |
| 00 | N1 | 11 | | N1 | 11 | | N1 | 11 | K1+ | 11 |
| 01 | " | " | | " | " | | " | " | P1 | " |
| 02 | " | " | | " | " | | " | " | I1 | " |
| 03 | " | " | | " | " | | " | " | " | " |
| 04 | " | " | | " | " | | " | " | " | " |
| 05 | " | " | | " | " | | " | " | " | " |
| 06 | " | " | | " | " | | " | " | " | " |
| 07 | " | " | | " | " | | " | " | " | " |
| 08 | " | " | | " | " | | " | " | " | " |
| 09 | " | " | | " | " | | " | " | " | " |
| 10 | " | " | | " | " | | " | " | " | " |
| 11 | I1+ | " | | " | " | | " | " | " | " |
| 12 | "+ | " | | " | " | | " | " | " | " |
| 13 | "+ | " | | " | " | | " | " | " | " |
| 14 | "+ | " | | " | " | | " | " | " | " |
| 15 | "+ | " | | " | " | | " | " | " | " |
| 16 | "+ | " | | " | " | | " | " | " | " |
| 17 | "+ | " | | " | " | | " | " | " | " |
| 18 | P1 | | | " | " | | " | " | P1 | " |
| 19 | I1+ | " | Q4 | | " | " | " | " | I1 | " |
| 20 | "+ | " | N1 | 11 | | " | " | " | " | " |
| 21 | " | " | " | " | " | | " | " | " | " |
| 22 | P1 | " | " | " | " | | " | " | " | " |
| 23 | I1 | " | " | " | " | | " | " | " | " |
| 24 | " | " | " | " | O2 | 8 | " | " | " | " |
| 25 | " | " | " | " | N1 | 11 | " | " | " | " |
| 26 | " | " | " | " | " | " | " | " | " | " |
| 27 | " | " | " | " | " | " | " | " | " | " |
| 28 | " | " | " | " | " | " | " | " | " | " |
| 29 | " | " | " | " | " | " | " | " | " | " |
| 30 | " | " | " | " | " | " | " | " | G2 | c 9 |
| 31 | " | " | " | " | " | " | " | " | " | c " |
| 32 | " | " | " | " | " | " | " | " | " | c " |
| 33 | " | " | " | " | " | " | " | " | " | c " |
| 34 | " | " | " | " | " | " | " | " | " | c " |
| 35 | P1 | " | " | " | " | " | " | " | " | c " |
| 36 | I1 | " | " | " | " | " | " | " | " | c " |
| 37 | " | " | " | " | " | " | " | " | Gv2 | " |
| 38 | " | "* | " | " | " | " | " | " | G2 | c " |
| 39 | P1 | " | " | " | " | " | " | " | " | c " |
| 40 | I1 | " | " | " | " | " | " | " | " | c " |
| 41 | " | " | " | " | " | " | " | " | " | c " |
| 42 | " | " | " | " | " | " | " | " | " | " |
| 43 | " | " | " | " | " | " | " | " | I1 | 11 |
| 44 | " | " | " | " | " | " | " | " | Gv2 | 9 |
| 45 | " | " | " | " | " | " | " | " | G2 | c " |
| 46 | " | " | " | " | " | " | " | " | " | c " |
| 47 | P1 | " | " | " | " | " | " | " | Gv2 | " |
| 48 | I1 | " | " | " | " | " | " | " | G2 | c " |
| 49 | " | " | " | " | " | " | " | " | Gv2 | " |

Tecknens betydelse: + enkel skrubroms, □ sloopad, c beslag för truppbänkar.
Siffran i andra kolumnen angiver vagnens lastförmåga i ton.

| N° | Hundratal. | | | | | | | | | | | |
|----|------------|----|----|-----|----|--|------|----|------|-----|-----|---|
| | 40 | | 41 | | 42 | | 43 | | 44 | | | |
| 50 | P1 | 11 | | N1 | 11 | | N1 | 11 | K1 | 11 | Gv2 | 9 |
| 51 | I1 | " | | " | " | | " | " | " | " | " | " |
| 52 | " | " | | " | " | | " | " | " | " | " | " |
| 53 | " | " | | " | " | | " | " | " | G2 | c | " |
| 54 | " | " | | " | " | | " | " | " | " | c | " |
| 55 | " | " | | " | " | | " | " | " | " | c | " |
| 56 | " | " | | " | " | | " | " | " | " | c | " |
| 57 | " | " | | " | " | | " | " | " | " | c | " |
| 58 | P1 | " | | " | " | | " | " | " | J1 | 11 | |
| 59 | I1 | " | | " | " | | " | " | " | Gv2 | 9 | |
| 60 | P1 | " | | " | " | | " | " | " | G2 | c | " |
| 61 | Q1 | 30 | | " | " | | " | " | " | " | c | " |
| 62 | N1 + | 11 | | " + | " | | " | " | " | Gv2 | " | |
| 63 | " + | " | | " + | " | | " | " | " | " | c | " |
| 64 | " + | " | | " + | " | | " | " | " | " | " | " |
| 65 | " + | " | | " + | " | | " | " | " | G2 | c | " |
| 66 | " + | " | | " + | " | | " | " | " | " | c | " |
| 67 | " + | " | | " + | " | | " | " | " | Gv2 | " | |
| 68 | " + | " | | " + | " | | " | " | " | G2 | c | " |
| 69 | " + | " | | " + | " | | " | " | " | " | c | " |
| 70 | " + | " | | " + | " | | " | " | " | " | c | " |
| 71 | " + | " | | " + | " | | " | " | " | " | * c | " |
| 72 | " + | " | | " + | " | | " | " | " | " | * c | " |
| 73 | " + | " | | " + | " | | " | " | " | " | * c | " |
| 74 | " + | " | | " + | " | | " | " | " | " | c | " |
| 75 | " + | " | | " + | " | | " | " | " | " | c | " |
| 76 | " + | " | | " + | " | | " | " | " | " | c | " |
| 77 | " + | " | | " + | " | | " | " | " | " | c | " |
| 78 | " + | " | | " + | " | | " | " | " | " | c | " |
| 79 | " + | " | | " + | " | | " | " | " | " | c | " |
| 80 | " + | " | | " + | " | | " | " | " | " | c | " |
| 81 | " + | " | | " + | " | | " | " | " | " | c | " |
| 82 | " | " | | " | " | | K1 + | " | I1 + | " | " | |
| 83 | " | " | | " | " | | " + | " | " + | " | c | " |
| 84 | " | " | | " | " | | " + | " | " + | " | Gv2 | " |
| 85 | " | " | | " | " | | " + | " | " + | " | " | " |
| 86 | " | " | | " | " | | " + | " | " + | " | G2 | c |
| 87 | " | " | | " | " | | " + | " | " + | " | " | c |
| 88 | " | " | | " | " | | " + | " | " + | " | " | c |
| 89 | " | " | | " | " | | " + | " | " + | " | " | c |
| 90 | " | " | | " | " | | " + | " | " + | " | " | c |
| 91 | " | " | | " | " | | " + | " | P1 + | " | " | c |
| 92 | " | " | | " | " | | " + | " | I1 + | " | " | c |
| 93 | " | " | | " | " | | " + | " | " + | " | " | c |
| 94 | " | " | | " | " | | " + | " | " + | " | " | c |
| 95 | " | " | | " | " | | " + | " | " | " | " | c |
| 96 | " | " | | " | " | | " + | " | " | " | " | c |
| 97 | " | " | | " | " | | " + | " | " | " | " | c |
| 98 | " | " | | " | " | | " + | " | " | " | * | c |
| 99 | " | " | | Q4 | | | " + | " | P1 | " | " | c |

*Mjölkvagn.

| Nr | Hundratal. | | | | | | | | | | |
|----|------------|-----|----|-----|----|----|----|-----|-----|----|-----|
| | 45 | | 46 | | 47 | | 48 | | 49 | | |
| 00 | G2 | h 9 | | I1 | 11 | R1 | 10 | N1+ | 11 | G2 | h 9 |
| 01 | n * | c n | | n | n | n | n | n + | n | n | h n |
| 02 | n | c n | | n | n | n | n | n + | n | n | h n |
| 03 | n * | c n | | n | n | n | n | n + | n | n | h n |
| 04 | n | c n | | n | n | n | n | n + | n | n | h n |
| 05 | n | c n | | N1 | n | n | n | n + | n | I1 | 11 |
| 06 | n | c n | | n | n | n | n | n + | n | G2 | h 9 |
| 07 | n | c n | | n + | n | n | n | n + | n | n | h n |
| 08 | n | c n | | n + | n | n | n | n + | n | n | h n |
| 09 | n * | c n | | n + | n | n | n | n + | n | n | h n |
| 10 | n | c n | | n | n | n | n | n + | n | n | h n |
| 11 | n | c n | | n | n | n | n | n + | n | n | h n |
| 12 | n * | c n | | n | n | n | n | n + | n | n | h n |
| 13 | Gv2 | n | | n | n | n | n | n + | n | n | h n |
| 14 | n | n | | n | n | n | n | n + | n | n | h n |
| 15 | G2 | c n | | n | n | n | n | n + | n | n | h n |
| 16 | n | h n | | n | n | n | n | n + | n | n | h n |
| 17 | n * | c n | | n | n | n | n | n + | n | n | h n |
| 18 | n | c n | | n | n | n | n | n + | n | n | h n |
| 19 | Gv2 | n | | n | n | n | n | n + | n | n | h n |
| 20 | G2 | c n | | n | n | n | n | G2 | h 9 | n | h n |
| 21 | n | c n | | n | n | n | n | n h | n | n | h n |
| 22 | n | c n | | n | n | n | n | n h | n | n | h n |
| 23 | n | c n | | n | n | n | n | n h | n | n | h n |
| 24 | n | c n | | n | n | n | n | n h | n | n | h n |
| 25 | Gv2 | n | | n | n | n | n | n b | n | n | h n |
| 26 | G2 | c n | | n | n | n | n | n h | n | n | h n |
| 27 | n | c n | | n | n | n | n | n h | n | n | h n |
| 28 | n | c n | | n | n | n | n | n h | n | n | h n |
| 29 | n * | c n | | n | n | n | n | n h | n | n | h n |
| 30 | n | c n | | n + | n | n | n | n h | n | n | h n |
| 31 | Gv2 | n | | n + | n | n | n | n h | n | n | h n |
| 32 | G2 | c n | | n + | n | n | n | n h | n | n | h n |
| 33 | Gv2 | n | | n + | n | n | n | n h | n | n | h n |
| 34 | G2 | c n | | n + | n | n | n | n h | n | n | h n |
| 35 | n | c n | | n + | n | n | n | n h | n | n | h n |
| 36 | n | c n | | n + | n | n | n | n h | n | n | h n |
| 37 | n | c n | | n + | n | n | n | n h | n | n | h n |
| 38 | n | c n | | n + | n | n | n | n h | n | n | h n |
| 39 | Gv2 | n | | n + | n | n | n | n h | n | n | h n |
| 40 | n | n | | n + | n | n | n | n h | n | n | h n |
| 41 | G2 | c n | | n + | n | n | n | n h | n | n | h n |
| 42 | Gv2 | n | | n + | n | n | n | n h | n | n | h n |
| 43 | n | n | | n + | n | n | n | n h | n | n | h n |
| 44 | G2 | c n | | n + | n | n | n | n h | n | n | h n |
| 45 | n | c n | | n + | n | n | n | n h | n | n | h n |
| 46 | Gv2 | n | | n + | n | n | n | n h | n | n | h n |
| 47 | n | n | | n + | n | n | n | n h | n | n | h n |
| 48 | G2 | c n | | n + | n | n | n | n h | n | n | h n |
| 49 | n | c n | | n + | n | n | n | n h | n | n | h n |

Tecknens betydelse: + enkel skrubroms, □ enkel skrubroms och bromskur, c beslag för truppbänkar, h hästgrindar, □ sloopad.
* Mjölkvagn.

Siffran i andra kolumnen angiver vagnens lastförmåga i ton.

| # | Hundratal. | | | | | | | | | | | | | | | |
|----|------------|---|----|----|----|----|----|---|----|----|---|---|----|----|---|---|
| | 45 | | 46 | | 47 | | 48 | | 49 | | | | | | | |
| 50 | G2 | c | 9 | N1 | + | 11 | R1 | ■ | 10 | G2 | h | 9 | G2 | + | c | 9 |
| 51 | n | c | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 52 | n | c | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 53 | n | c | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 54 | n | c | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 55 | I1 | + | 11 | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 56 | P1 | + | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 57 | I1 | + | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 58 | n | + | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 59 | n | + | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 60 | n | + | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 61 | n | + | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 62 | n | + | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 63 | n | + | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 64 | n | + | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 65 | n | n | n | + | n | n | n | ■ | n | n | h | n | n | + | c | n |
| 66 | n | n | n | + | n | n | n | ■ | I1 | 11 | | | n | + | c | n |
| 67 | n | n | n | + | n | n | n | ■ | G2 | h | 9 | | n | + | c | n |
| 68 | n | n | n | + | n | n | n | ■ | n | n | h | n | n | + | c | n |
| 69 | n | n | n | + | s | n | n | ■ | n | n | h | n | n | + | c | n |
| 70 | P1 | n | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 71 | I1 | n | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 72 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 73 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 74 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 75 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 76 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 77 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 78 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 79 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | + | c | n |
| 80 | n | n | n | n | + | n | n | ■ | n | n | h | n | N1 | 11 | | |
| 81 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | n | n | |
| 82 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | n | n | |
| 83 | P1 | n | n | n | + | n | n | ■ | n | n | h | n | n | n | n | |
| 84 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | n | n | |
| 85 | I1 | n | n | n | + | n | n | ■ | n | n | h | n | n | n | n | |
| 86 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | n | n | |
| 87 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | n | n | |
| 88 | n | n | n | n | + | n | n | ■ | n | n | h | n | I1 | 11 | | |
| 89 | n | n | n | n | + | n | n | ■ | n | n | h | n | G2 | h | 9 | |
| 90 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | n | n | |
| 91 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | n | n | |
| 92 | n | n | n | n | + | n | n | ■ | n | n | h | n | L2 | 10 | | |
| 93 | n | n | n | n | + | n | n | ■ | n | n | h | n | N1 | 11 | | |
| 94 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | n | n | |
| 95 | P1 | n | n | n | + | n | n | ■ | n | n | h | n | n | n | n | |
| 96 | I1 | n | n | n | + | n | n | ■ | n | n | h | n | Q4 | | | |
| 97 | n | n | n | n | + | n | n | ■ | n | n | h | n | N1 | 11 | | |
| 98 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | n | n | |
| 99 | n | n | n | n | + | n | n | ■ | n | n | h | n | n | n | n | |

| M | H u n d r a t a l. | | | | | | | | | |
|----|--------------------|-----|------|-----|------|----|----|----|----|-----|
| | 50 | | 51 | | 52 | | 53 | | 54 | |
| 00 | N1 | 11 | G2 | c 9 | P1 | 11 | N1 | 11 | G2 | c 9 |
| 01 | " | " | " | c " | I1 | " | " | " | " | c " |
| 02 | " | " | " | c " | " | " | " | " | " | c " |
| 03 | " | " | " | c " | P1 | " | " | " | " | h " |
| 04 | " | " | " | c " | " | " | " | " | " | h " |
| 05 | " | " | " | c " | I1 | " | " | " | " | h " |
| 06 | " | " | " | c " | " | " | " | " | " | c " |
| 07 | " | " | " | c " | " | " | " | " | " | h " |
| 08 | " | " | " | c " | " | " | " | " | " | h " |
| 09 | " | " | " | c " | " | " | " | " | " | h " |
| 10 | " | " | " | c " | " | " | " | " | " | h " |
| 11 | " | " | " | c " | " | " | " | " | " | h " |
| 12 | " | " | " | c " | " | " | " | " | " | h " |
| 13 | " | " | " | c " | " | " | " | " | " | h " |
| 14 | " | " | " | c " | " | " | " | " | " | h " |
| 15 | " | " | " | c " | " | " | " | " | " | h " |
| 16 | " | " | " | c " | " | " | " | " | " | h " |
| 17 | " | " | I1 | 11 | " | " | " | " | " | h " |
| 18 | " | " | Gv2 | 9 | " | " | " | " | " | h " |
| 19 | " | " | G2 | c " | " | " | " | " | " | h " |
| 20 | " | " | " | c " | " | " | " | " | " | c " |
| 21 | " | " | " | c " | " | " | " | " | " | h " |
| 22 | " | " | " | c " | " | " | " | " | " | h " |
| 23 | " | " | " | c " | " | " | " | " | " | b " |
| 24 | " | " | " | c " | " | " | " | " | " | c " |
| 25 | " | " | " | c " | " | " | " | " | " | h " |
| 26 | " | " | " | c " | " | " | " | " | " | h " |
| 27 | " | " | " | c " | " | " | " | " | " | h " |
| 28 | G2 | c 9 | " | c " | P1 | " | " | " | " | h " |
| 29 | " | c " | " | c " | I1 | " | " | " | " | c " |
| 30 | " | c " | " | c " | " | " | " | " | " | h " |
| 31 | " | c " | " | c " | " | " | " | " | " | h " |
| 32 | " | c " | " | c " | " | " | " | " | " | c " |
| 33 | I1 | 11 | " | c " | " | " | " | " | " | h " |
| 34 | G2 | c 9 | " | c " | " | " | " | " | " | h " |
| 35 | " + c " | " | K1 + | 11 | N1 + | " | " | " | " | h " |
| 36 | " + c " | " | " + | " | " + | " | " | " | " | h " |
| 37 | " + c " | " | " + | " | " + | " | " | " | I1 | 11 |
| 38 | " + c " | " | " + | " | " + | " | " | " | G2 | h 9 |
| 39 | " + c " | " | " + | " | " + | " | " | " | " | h " |
| 40 | " + c " | " | " + | " | " + | " | " | " | " | h " |
| 41 | " + c " | " | " + | " | " + | " | " | " | " | h " |
| 42 | " + c " | " | " + | " | " + | " | " | " | " | c " |
| 43 | " + c " | " | " + | " | " + | " | " | " | " | c " |
| 44 | " + c " | " | " + | " | " + | " | " | " | " | h " |
| 45 | " + c " | " | " | " | " + | " | " | " | " | c " |
| 46 | " + c " | " | " | " | " + | " | " | " | " | h " |
| 47 | " + c " | " | " | " | " | " | " | " | " | h " |
| 48 | " + c " | " | " | " | " + | " | " | " | " | c " |
| 49 | " + c " | " | " | " | " + | " | " | " | " | h " |

Tecknens betydelse: + enkel skrubbroms, □ enkel skrubbroms och bromskur, □ sloopad, c beslag för truppbänkar, h hästgrindar.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| M | Hundratal. | | | | | | | | | |
|----|------------|-----|------|----|------|----|----|-------|----|-------|
| | 50 | | 51 | | 52 | | 53 | | 54 | |
| 50 | G2 + c | 9 | K1 | 11 | N1 + | 11 | N1 | 11 | G2 | c 9 |
| 51 | " + c | " | " | " | " + | " | " | " | " | " h " |
| 52 | I1 + | 11 | " | " | " + | " | " | " | I1 | 11 |
| 53 | G2 + c | 9 | " | " | " + | " | " | " | G2 | h 9 |
| 54 | " + c | " | " | " | " + | " | " | " | | |
| 55 | Gv2 | " | " | " | " + | " | " | " | | |
| 56 | G2 | c " | " | " | " + | " | " | " | " | " h " |
| 57 | " c " | " | " | " | " + | " | " | " | " | " c " |
| 58 | " c " | " | " | " | " + | " | " | " | " | " h " |
| 59 | " c " | " | " | " | " + | " | " | " | " | " c " |
| 60 | " c " | " | " | " | " + | " | " | " | " | " h " |
| 61 | " c " | " | " | " | " + | " | " | " | " | " h " |
| 62 | " c " | " | " | " | " + | " | " | " | " | " c " |
| 63 | " c " | " | " | " | " + | " | " | " | " | " h " |
| 64 | " c " | " | " | " | " + | " | " | " | " | " |
| 65 | " c " | " | " | " | " | " | " | " | " | " h " |
| 66 | " c " | " | " | " | " | " | " | " | " | " h " |
| 67 | " c " | " | " | " | " | " | " | " | " | " c " |
| 68 | " c " | " | " | " | " | " | " | " | " | " h " |
| 69 | " c " | " | " | " | " | " | " | " | " | " h " |
| 70 | " c " | " | " | " | " | " | G2 | h 9 | N1 | 11 |
| 71 | " c " | " | " | " | " | " | " | " h " | " | " |
| 72 | " c " | " | " | " | " | " | " | " h " | " | " |
| 73 | " c " | " | " | " | " | " | " | " c " | L2 | 10 |
| 74 | " c " | " | " | " | " | " | " | " h " | N1 | 11 |
| 75 | " | " | " | " | Q4 | " | " | " c " | " | " |
| 76 | I1 | 11 | " | " | N1 | 11 | " | " c " | " | " |
| 77 | G2 | c 9 | " | " | " | " | " | " c " | " | " |
| 78 | " c " | " | " | " | " | " | " | " h " | " | " |
| 79 | " c " | " | " | " | " | " | " | " h " | " | " |
| 80 | " c " | " | " | " | " | " | " | " c " | " | " |
| 81 | " c " | " | " | " | " | " | " | " h " | " | " |
| 82 | " c " | " | " | " | " | " | " | " c " | " | " |
| 83 | " c " | " | " | " | " | " | " | " h " | " | " |
| 84 | " c " | " | " | " | " | " | " | " h " | " | " |
| 85 | " c " | " | I1 + | " | " | " | " | " c " | " | " |
| 86 | " c " | " | " | " | " | " | " | " c " | " | " |
| 87 | " c " | " | I1 + | " | " | " | " | " h " | L2 | 10 |
| 88 | " c " | " | " + | " | " | " | " | " c " | N1 | 11 |
| 89 | " c " | " | " + | " | " | " | " | " h " | | |
| 90 | " c " | " | " + | " | " | " | " | " h " | " | " |
| 91 | " c " | " | " + | " | " | " | " | " h " | L2 | 10 |
| 92 | " c " | " | " + | " | " | " | " | " h " | " | " |
| 93 | " c " | " | " + | " | " | " | " | " h " | N1 | 11 |
| 94 | " c " | " | P1 | " | " | " | " | " h " | " | " |
| 95 | " c " | " | " | " | " | " | " | " h " | " | " |
| 96 | " c " | " | I1 | " | " | " | " | " c " | " | " |
| 97 | " c " | " | " | " | " | " | " | " h " | " | " |
| 98 | " c " | " | " | " | " | " | " | " c " | " | " |
| 99 | " c " | " | P1 | " | " | " | " | " h " | G2 | c 9 |

| Nr | Hundratal. | | | | | | | | | | |
|----|------------|---|----|------|----|----|----|-----|------|---|----|
| | 55 | | 56 | | 57 | | 58 | | 59 | | |
| 00 | G2 | c | 9 | G2 + | c | 9 | R1 | 10 | G2 + | c | 9 |
| 01 | n | c | n | n + | c | n | H2 | 7 | N1 + | - | 11 |
| 02 | n | c | n | n + | c | n | n | n | n + | n | n |
| 03 | n | c | n | n + | c | n | n | n | n + | n | n |
| 04 | n | c | n | n + | c | n | n | n | n | n | n |
| 05 | n | c | n | n + | c | n | n | n | n | n | n |
| 06 | n | c | n | n + | c | n | n | n | n | n | n |
| 07 | n | c | n | n + | c | n | n | n | n | n | n |
| 08 | n | c | n | n + | c | n | n | n | n + | n | n |
| 09 | n | c | n | n + | c | n | n | n | n | n | n |
| 10 | n | c | n | n + | c | n | n | n | n + | n | n |
| 11 | n | c | n | n + | c | n | n | n | n + | n | n |
| 12 | | n | n | n + | c | n | n | n | n + | n | n |
| 13 | n | c | n | n + | c | n | n | n | n + | n | n |
| 14 | n | c | n | n + | c | n | n | n | n + | n | n |
| 15 | n | c | n | n + | c | n | n | n | n + | n | n |
| 16 | n | c | n | n + | c | n | n | n | n + | n | n |
| 17 | n | c | n | n + | c | n | n | n | I1 | n | n |
| 18 | n | c | n | n + | c | n | n | n | N1 | n | n |
| 19 | N1 | | 11 | N1 | | 11 | n | n | n | n | n |
| 20 | n + | n | | n | | n | n | n + | n | n | n |
| 21 | n | n | | n | | n | n | G2 | h | 9 | n |
| 22 | n | n | | n | | n | n | n | h | n | n |
| 23 | n | n | | n | | n | n | n | h | n | n |
| 24 | n | n | | n | | n | n | n | h | n | n |
| 25 | n | n | | n | | n | n | n | h | n | n |
| 26 | n | n | | n | | n | n | n | h | n | n |
| 27 | n + | n | | n | | n | n | n | h | n | n |
| 28 | n + | n | | n | | n | n | n | h | n | n |
| 29 | G2 | c | 9 | n | | n | n | n | h | n | n |
| 30 | n | c | n | n | | n | n | n | h | n | n |
| 31 | n | c | n | n | | n | n | n | h | n | n |
| 32 | n | c | n | n | | n | n | n | h | n | n |
| 33 | n | c | n | n | | n | n | n | h | n | n |
| 34 | n | c | n | n | | n | n | n | h | n | n |
| 35 | n | c | n | n | | n | n | n | h | n | n |
| 36 | n | c | n | n | | n | n | n | h | n | n |
| 37 | n | c | n | n | | n | n | n | h | n | n |
| 38 | n | c | n | n | | n | n | n | h | n | n |
| 39 | n | c | n | n | | n | n | n | h | n | n |
| 40 | n | c | n | n | | n | I1 | 11 | n | h | n |
| 41 | Gv2 | n | | n | | n | G2 | h | 9 | n | h |
| 42 | G2 | c | n | n | | n | n | n | h | n | n |
| 43 | n | c | n | n | | n | n | n | h | n | n |
| 44 | n | c | n | n | | n | n | n | h | n | n |
| 45 | n | c | n | n | | n | n | n | h | n | n |
| 46 | n | c | n | n | | n | n | n | h | n | n |
| 47 | n | c | n | n | | n | n | n | h | n | n |
| 48 | n | c | n | n | | n | n | n | h | n | n |
| 49 | N1 | | 11 | Q1 | 30 | n | n | n | h | n | n |

Tecknens betydelse: + enkel skrubfbroms, enkel skrubfbroms och bromskur, | rörledning för tryckluftbroms, slopad, c beslag för truppbänkar, h hästgrindar.

Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| Nr | Hundratal. | | | | | | | |
|----|---|----|---|----|---------|--------|---------|--|
| | 55 | | 56 | | 57 | | 58 | |
| 50 | N1 | 11 | Q1 | 30 | G2 h 9 | G2 h 9 | G2 h 9 | |
| 51 | n | n | N1 + | 11 | n + c n | n h n | n h n | |
| 52 | n | n | n + | n | n + c n | n h n | n h n | |
| 53 | n | n | n + | n | n + c n | n h n | n h n | |
| 54 | n | n | n + | n | n + c n | n h n | n h n | |
| 55 | n | n | n + | n | n + c n | n h n | I1 11 | |
| 56 | n | n | n + | n | n + c n | n h n | G2 h 9 | |
| 57 | n | n | n + | n | n + c n | n h n | n h n | |
| 58 | n | n | n + | n | n + c n | n h n | n h n | |
| 59 | n | n | n + | n | n + c n | n h n | n h n | |
| 60 | n | n | n + | n | n + c n | n h n | n h n | |
| 61 | n | n | n + | n | n + c n | n h n | n h n | |
| 62 | n | n | n + | n | n + c n | n h n | n h n | |
| 63 | n | n | n + | n | n + c n | n h n | n h n | |
| 64 | n | n | n + | n | n + c n | n h n | n h n | |
| 65 | n | n | n + | n | n + c n | n h n | n h n | |
| 66 | n | n | n + | n | n + c n | n h n | n h n | |
| 67 | n | n | n + | n | n + c n | n h n | n h n | |
| 68 | n | n | n + | n | n + c n | n h n | n h n | |
| 69 | n | n | n + | n | n + c n | n h n | n h n | |
| 70 | n | n | n + | n | n + c n | n h n | n h n | |
| 71 | n + | n | n + | n | n + c n | n h n | N1 + 11 | |
| 72 | n + | n | n + | n | n + c n | n h n | n + n | |
| 73 | n + | n | n + | n | n + c n | n h n | n + n | |
| 74 | n + | n | n + | n | n + c n | n h n | n + n | |
| 75 | n + | n | n + | n | n + c n | n h n | n + n | |
| 76 | n + | n | n + | n | n + c n | n h n | n + n | |
| 77 | n + | n | n + | n | n + c n | n h n | n + n | |
| 78 | n | n | n + | n | n + c n | n h n | n + n | |
| 79 | G2 + c 9 | | n + | n | n + c n | n h n | n + n | |
| 80 | n + c n | | n + | n | n + c n | n h n | n + n | |
| 81 | n + c n | | R1  10 | | n + c n | n h n | n + n | |
| 82 | n + c n | |  | n | n + c n | n h n | n + n | |
| 83 | n + c n | |  | n | n + c n | n h n | n + n | |
| 84 | n + c n | |  | n | n + c n | n h n | n + n | |
| 85 | n + c n | |  | n | n + c n | n h n | n + n | |
| 86 | n + c n | |  | n | n + c n | n h n | n + n | |
| 87 | n + c n | |  | n | n + c n | n h n | n + n | |
| 88 | n + c n | |  | n | n + c n | n h n | n + n | |
| 89 |  | |  | n | n + c n | n h n | n + n | |
| 90 | * n + c n | |  | n | n + c n | n h n | n + n | |
| 91 | n + c n | |  | n | n + c n | n h n | n + n | |
| 92 | n + c n | |  | n | n + c n | n h n | n + n | |
| 93 | n + c n | |  | n | n + c n | n h n | n + n | |
| 94 | n + c n | | | n | n + c n | n h n | n + n | |
| 95 | n + c n | | | n | n + c n | n h n | n + n | |
| 96 | n + c n | | | n | n + c n | n h n | n + n | |
| 97 | n + c n | | | n | n + c n | n h n | n + n | |
| 98 | n + c n | | | n | n + c n | n h n | n + n | |
| 99 | n + c n | | | n | n + c n | n h n | n + n | |

*) Försedd med kamin i bromskupén.

| M | H u n d r a t a l. | | | | | | | | | |
|----|--------------------|----|------|----|-----|----|-----|----|----|----|
| | 60 | | 61 | | 62 | | 63 | | 64 | |
| 00 | N1 + | 11 | N1 | 11 | N1 | 11 | N1 | 11 | N1 | 11 |
| 01 | I1 + | n | n | n | n | n | Q4 | n | n | n |
| 02 | n + | n | n | n | n | n | N1 | n | n | n |
| 03 | n + | n | n | n | n | n | n | n | n | n |
| 04 | n + | n | n | n | n | n | n | n | n | n |
| 05 | n | n | n | n | n | n | n | n | n | n |
| 06 | n | n | n | n | n | n | n | n | n | n |
| 07 | n | n | n | n | n | n | n | n | n | n |
| 08 | n | n | n | n | n | n | n | n | n | n |
| 09 | n | n | n | n | n | n | n | n | n | n |
| 10 | n | n | n | n | n | n | n | n | n | n |
| 11 | n | n | n | n | n | n | n | n | n | n |
| 12 | n | n | n | n | n | n | n | n | I1 | n |
| 13 | n | n | n | n | n | n | n | n | n | n |
| 14 | n | n | n | n | n | n | n | n | P1 | n |
| 15 | n | n | n | n | n | n | n | n | I1 | n |
| 16 | n | n | n | n | n | n | n | n | P1 | n |
| 17 | n | n | n | n | n | n | n | n | I1 | n |
| 18 | n | n | n | n | n | n | n | n | n | n |
| 19 | n | n | n | n | n | n | n | n | n | n |
| 20 | n | n | n | n | n | n | n | n | n | n |
| 21 | n | n | n | n | n | n | n | n | n | n |
| 22 | n | n | n | n | n | n | n | n | n | n |
| 23 | n | n | n | n | n | n | n | n | n | n |
| 24 | n | n | n | n | n | n | n | n | n | n |
| 25 | n | n | n | n | n | n | n | n | P1 | n |
| 26 | n | n | n | n | n | n | n | n | I1 | n |
| 27 | n | n | n | n | n | n | n | n | n | n |
| 28 | n | n | n | n | n | n | n | n | P1 | n |
| 29 | n | n | n | n | n | n | n | n | I1 | n |
| 30 | n | n | n | n | n | n | n | n | n | n |
| 31 | n | n | n | n | n | n | n | n | n | n |
| 32 | n | n | n | n | n | n | n | n | n | n |
| 33 | n | n | n | n | n | n | n | n | n | n |
| 34 | n | n | n | n | n | n | n | n | n | n |
| 35 | n | n | K1 + | n | NN2 | 9 | n | n | n | n |
| 36 | n | n | n + | n | n | n | n | n | n | n |
| 37 | n | n | n + | n | n | n | n + | n | N1 | n |
| 38 | n | n | n + | n | n | n | n + | n | n | n |
| 39 | n | n | n + | n | n | n | n + | n | I1 | n |
| 40 | n | n | n | n | n | n | n + | n | N1 | n |
| 41 | n | n | n | n | n | n | n + | n | L2 | 10 |
| 42 | n | n | n | n | n | n | n + | n | N1 | 11 |
| 43 | n | n | n | n | n | n | n + | n | n | n |
| 44 | n | n | n | n | n | n | n + | n | n | n |
| 45 | n | n | n | n | n | n | n + | n | n | n |
| 46 | n | n | n | n | n | n | n + | n | I1 | n |
| 47 | n | n | n | n | N1 | 11 | n + | n | N1 | n |
| 48 | n | n | n | n | n | n | n + | n | n | n |
| 49 | n | n | n | n | n | n | n + | n | n | n |

Tecknens betydelse: + enkel skrufbroms, ++ dubbel skrufbroms, □ enkel skrufbroms och bromskur
 c beslag för truppböcker, □ sloopad.
 Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| Af | Hundratal | | | | | | | | | |
|----|-----------|----|------|----|-----|----|------|----|------|-----|
| | 60 | | 61 | | 62 | | 63 | | 64 | |
| 50 | I1 | 11 | K1 | 11 | N1 | 11 | N1 + | 11 | N1 | 11 |
| 51 | " | " | " | " | " | " | " + | " | L2 | 10 |
| 52 | " | " | " | " | " | " | " + | " | N1 | 11 |
| 53 | " | " | " | " | " | " | " + | " | " | " |
| 54 | " | " | " | " | " | " | " + | " | " | " |
| 55 | " | " | " | " | " | " | " + | " | " | " |
| 56 | " | " | " | " | " | " | " + | " | " | " |
| 57 | " | " | " | " | " | " | " + | " | " | " |
| 58 | " | " | " | " | " | " | " + | " | " | " |
| 59 | " + | " | " | " | " | " | " + | " | " | " |
| 60 | " | " | N1 + | " | " | " | " + | " | L2 | 10 |
| 61 | " | " | " + | " | " | " | " + | " | N1 | 11 |
| 62 | " | " | " + | " | " | " | " | " | " | " |
| 63 | " | " | " + | " | " | " | " | " | | |
| 64 | " | " | " + | " | " | " | " | " | L2 | 10 |
| 65 | " | " | " + | " | " | " | " | " | N1 | 11 |
| 66 | " | " | " + | " | " | " | " | " | " | " |
| 67 | " | " | " + | " | " | " | " | " | " | " |
| 68 | " | " | " + | " | " | " | " | " | " | " |
| 69 | " | " | " + | " | " | " | " | " | Q4 | |
| 70 | " | " | " + | " | " | " | " | " | N1 | 11 |
| 71 | " | " | " + | " | " | " | " | " | " | " |
| 72 | " | " | " + | " | " + | " | " | " | L2 | 10 |
| 73 | " | " | " + | " | " + | " | " | " | N1 | 11 |
| 74 | " | " | " + | " | " + | " | " | " | L2 | 10 |
| 75 | " | " | " | " | " + | " | " | " | N1 | 11 |
| 76 | " | " | " | " | " + | " | " | " | L2 | 10 |
| 77 | " | " | " | " | " + | " | " | " | N1 | 11 |
| 78 | " | " | " | " | " + | " | " | " | " | " |
| 79 | " | " | " | " | " + | " | " | " | " | " |
| 80 | " | " | " | " | " + | " | " | " | " | " |
| 81 | " | " | " | " | " + | " | " | " | " | " |
| 82 | " | " | " | " | " + | " | " | " | " | " |
| 83 | " | " | " | " | " + | " | " | " | " | " |
| 84 | " | " | " | " | " + | " | " | " | " | " |
| 85 | N1 + | " | " | " | " + | " | " | " | " | " |
| 86 | " + | " | " | " | " + | " | " | " | " | " |
| 87 | " + | " | " | " | " | " | " | " | " | " |
| 88 | " + | " | " | " | " | " | " | " | " + | " |
| 89 | " + | " | " | " | " | " | " | " | I1 | " |
| 90 | " + | " | " | " | " | " | " | " | N1 | " |
| 91 | " + | " | " | " | " | " | " | " | " | " |
| 92 | " + | " | " | " | " | " | " | " | G2 + | c 9 |
| 93 | " + | " | " | " | " | " | " | " | " + | c " |
| 94 | " + | " | " | " | " | " | " | " | " + | c " |
| 95 | " | " | " | " | " | " | " | " | " + | c " |
| 96 | " | " | " | " | " | " | " | " | " + | c " |
| 97 | " | " | " | " | " | " | " | " | " + | c " |
| 98 | " | " | " | " | " | " | " | " | " + | c " |
| 99 | " | " | " | " | " | " | " | " | " + | c " |

| Nr | H u n d r a t a l | | | | | | | | | | | |
|----|-------------------|----|----|----|----|-----|----|----|----|-----|----|---|
| | 65 | | 66 | | 67 | | 68 | | 69 | | | |
| 00 | G2+ | c | 9 | I1 | 11 | N1+ | 11 | N1 | 11 | N1 | 11 | |
| 01 | n + | c | n | n | n | n + | n | n | n | G2+ | c | 9 |
| 02 | n + | c | n | n | n | n + | n | n | n | n + | c | n |
| 03 | n + | c | n | n | n | n + | n | n | n | n + | c | n |
| 04 | n + | c | n | n | n | n + | n | n | n | n + | c | n |
| 05 | n + | c | n | n | n | n + | n | n | n | n + | c | n |
| 06 | n + | c | n | n | n | n + | n | n | n | n + | c | n |
| 07 | n + | c | n | n | n | n + | n | n | n | N1+ | 11 | |
| 08 | n + | c | n | n | n | n + | n | n | n | n + | n | |
| 09 | n + | c | n | n | n | n + | n | n | n | n + | n | |
| 10 | n + | c | n | n | n | n + | n | n | n | n + | n | |
| 11 | n + | c | n | n | n | n + | n | n | n | n + | n | |
| 12 | n + | c | n | n | n | n + | n | n | n | n + | n | |
| 13 | n + | c | n | n | n | n + | n | n | n | n + | n | |
| 14 | n + | c | n | n | n | n + | n | n | n | n + | n | |
| 15 | n +∞c | n | n | n | n | n + | n | n | n | n + | n | |
| 16 | n + | c | n | n | n | n + | n | n | n | n + | n | |
| 17 | n + | c | n | n | n | n + | n | n | n | n + | n | |
| 18 | n + | c | n | n | n | n + | n | n | n | n + | n | |
| 19 | n + | c | n | n | n | n + | n | n | n | n + | n | |
| 20 | n + | c | n | n | n | n + | n | n | n | n + | n | |
| 21 | n +∞c | n | n | n | n | n + | n | n | n | n + | n | |
| 22 | I1 | 11 | n | n | n | n | n | n | n | n + | n | |
| 23 | G2+ | c | 9 | n | n | n | n | n | n | n + | n | |
| 24 | n + | c | n | n | n | n | n | n | n | n + | n | |
| 25 | n + | c | n | n | n | n | n | n | n | n + | n | |
| 26 | n + | c | n | n | n | n | n | n | n | n + | n | |
| 27 | n + | c | n | n | n | n | n | n | n | I1+ | n | |
| 28 | n + | c | n | n | n | n | n | n | n | n + | n | |
| 29 | n + | c | n | n | n | n | n | n | n | n + | n | |
| 30 | n + | c | n | n | n | n | n | n | n | N1+ | n | |
| 31 | n + | c | n | n | n | n | n | n | n | n + | n | |
| 32 | n + | c | n | n | n | n | n | n | n | n + | n | |
| 33 | n + | c | n | n | n | n | n | n | n | n + | n | |
| 34 | n + | c | n | n | n | n | n | n | n | n | n | |
| 35 | n + | c | n | n | n | n | n | n | n | n | n | |
| 36 | n + | c | n | n | n | n | n | n | n | I1 | n | |
| 37 | n + | c | n | n | n | n | n | n | n | n | n | |
| 38 | n + | c | n | n | n | n | n | n | n | n | n | |
| 39 | n + | c | n | n | n | n | n | n | n | n | n | |
| 40 | n + | c | n | n | n | n | n | n | n | n | n | |
| 41 | n + | c | n | n | n | n | n | n | n | N1+ | n | |
| 42 | n | c | n | n | n | n | n | n | n | n + | n | |
| 43 | n | c | n | n | n | n | n | n | n | n | n | |
| 44 | n | c | n | n | n | n | n | n | n | n | n | |
| 45 | n | c | n | n | n | 02 | 8 | n | n | n | n | |
| 46 | n | c | n | n | n | N1 | 11 | n | n | n + | n | |
| 47 | n | c | n | n | n | n | n | n | n | n + | n | |
| 48 | n | c | n | n | n | n | n | n | n | n + | n | |
| 49 | n | c | n | n | n | n | n | n | n | n + | n | |

Tecknens betydelse: + enkel skrubroms, ++ dubbel skrubroms, □ enkel skrubroms och bromskur, ∞ friktionsbroms, ▨ slöpad, b utrustad med bommar för hästtransport, c beslag för truppböckar, h hästgrindar.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| Nr | Hundratal. | | | | | | | | | | |
|----|------------|----|-----|----|----|----|----|----|----|-----|-----|
| | 65 | | 66 | | 67 | | 68 | | 69 | | |
| 50 | G2 | c | 9 | I1 | 11 | N1 | 11 | N1 | 11 | N1+ | 11 |
| 51 | n | c | n | n | n | n | n | n | n | n | n |
| 52 | n | c | n | n | n | n | n | n | n | n | n |
| 53 | n | c | n | n | n | n | n | n | n | n | n |
| 54 | n | c | n | n | n | n | n | n | n | n | n |
| 55 | n | c | n | n | n | n | n | n | n | n | n |
| 56 | n | c | n | n | n | n | n | n | n | n | n |
| 57 | n | c | n | n | n | n | n | n | n | n | n |
| 58 | n | c | n | n | n | n | n | n | n | n | n |
| 59 | n | c | n | n | n | n | n | n | n | n | n |
| 60 | n | c | n | n | n | n | n | n | n | n | n |
| 61 | n | c | n | n | n | n | n | n | n | n | n |
| 62 | n | c | n | n | n | n | n | Q4 | n | n | n |
| 63 | n | c | n | n | n | n | n | N1 | 11 | n | n |
| 64 | I1 | 11 | n | n | n | n | n | n | n | n | n |
| 65 | G2 | c | 9 | n | n | n | n | n | n | n | n |
| 66 | n | c | n | n | n | n | n | n | n | n | n |
| 67 | I1+ | 11 | N1+ | n | n | n | n | n | n | n | n |
| 68 | n | + | n | n | n | n | n | n | n | n | n |
| 69 | n | + | n | n | n | n | n | n | n | n | n |
| 70 | n | + | n | n | n | n | n | n | n | n | n |
| 71 | n | + | n | n | n | n | n | n | n | I1 | n |
| 72 | n | + | n | n | n | n | n | n | n | n | n |
| 73 | n | + | n | n | n | n | n | n | n | n | n |
| 74 | n | + | n | n | n | n | n | n | n | n | n |
| 75 | n | + | n | n | n | n | n | n | n | n | n |
| 76 | n | + | n | n | Q4 | n | n | n | n | n | n |
| 77 | n | + | n | n | N1 | 11 | n | n | n | n | n |
| 78 | n | + | n | n | n | n | n | n | n | n | n |
| 79 | n | + | n | n | n | n | n | n | n | n | n |
| 80 | n | + | n | n | n | n | n | n | n | n | n |
| 81 | n | + | n | n | n | n | n | n | n | n | n |
| 82 | n | + | n | n | n | O2 | 8 | n | n | n | n |
| 83 | n | + | n | n | n | N1 | 11 | n | n | n | n |
| 84 | n | + | n | n | n | n | n | n | n | n | n |
| 85 | n | + | n | n | n | n | n | n | n | Q5 | + |
| 86 | n | + | n | n | n | n | n | n | n | n | n |
| 87 | n | n | n | n | n | n | n | n | n | G2+ | b c |
| 88 | n | n | n | n | n | n | n | n | n | n | n |
| 89 | n | n | n | n | n | n | n | n | n | n | n |
| 90 | n | n | n | n | n | n | n | n | n | n | n |
| 91 | n | n | n | n | n | n | n | n | n | n | n |
| 92 | n | n | n | n | n | n | n | n | n | n | n |
| 93 | n | n | n | n | n | n | n | n | n | n | n |
| 94 | n | n | n | n | n | n | n | n | n | n | n |
| 95 | n | n | n | n | n | n | n | n | n | n | n |
| 96 | n | n | n | n | n | n | n | n | n | n | n |
| 97 | n | n | n | n | n | n | n | n | n | n | n |
| 98 | n | n | n | n | n | n | n | n | n | n | n |
| 99 | n | n | n | n | n | n | n | n | n | n | n |

| N° | Hundratal | | | | | | | | | |
|----|-----------|----|------|----|----|----|--------|----|----|-----|
| | 70 | | 71 | | 72 | | 73 | | 74 | |
| 00 | G2 + b c | 9 | N1 □ | 11 | K1 | 11 | G2 + c | 9 | I1 | 11 |
| 01 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 02 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 03 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 04 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 05 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 06 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 07 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 08 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 09 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 10 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 11 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 12 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 13 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 14 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 15 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 16 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 17 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 18 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 19 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 20 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 21 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 22 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 23 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 24 | n + b c | n | n □ | n | n | n | n + c | n | n | + n |
| 25 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 26 | n + b c | n | n □ | n | n | n | n + c | n | n | n |
| 27 | n + b c | n | n □ | n | N1 | n | N1 + | 11 | n | n |
| 28 | n + b c | n | n □ | n | n | n | n + | n | n | n |
| 29 | n + b c | n | n □ | n | n | n | n + | n | n | n |
| 30 | n + b c | n | n □ | n | n | n | n + | n | n | n |
| 31 | n + b c | n | n □ | n | n | n | n + | n | n | n |
| 32 | n + b c | n | n □ | n | n | n | n + | n | n | n |
| 33 | n + b c | n | n □ | n | n | n | n + | n | n | n |
| 34 | n + b c | n | n □ | n | n | n | n + | n | n | n |
| 35 | n + b c | n | n □ | n | n | n | n + | n | n | n |
| 36 | n + b c | n | n □ | n | n | n | n + | n | n | n |
| 37 | N1 □ | 11 | n + | n | n | n | n + | n | n | n |
| 38 | n □ | n | n + | n | n | n | n + | n | n | n |
| 39 | n □ | n | n + | n | n | n | n + | n | n | n |
| 40 | n □ | n | n + | n | n | n | n + | n | n | n |
| 41 | n □ | n | n + | n | n | n | n + | n | n | n |
| 42 | n □ | n | n + | n | n | n | n + | n | n | n |
| 43 | n □ | n | n + | n | n | n | n + | n | n | n |
| 44 | n □ | n | n + | n | n | n | n + | n | n | n |
| 45 | n □ | n | n + | n | n | n | n + | n | n | n |
| 46 | n □ | n | n + | n | n | n | n + | n | n | n |
| 47 | n □ | n | n + | n | n | n | n + | n | n | n |
| 48 | n □ | n | n + | n | n | n | n + | n | n | n |
| 49 | n □ | n | n + | n | n | n | n + | n | n | n |

Tecknens betydelse: + enkel skrufbroms, □ enkel skrufbroms och bromskur, □ slopad, b utrustad med bommar för hästtransport,
c beslag för truppbänkar, h hästgrindar;
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

H u n d r a t a l.

| N° | 70 | 71 | 72 | 73 | 74 | |
|----|----|----|------|----------|--------------------------------|----------|
| 50 | N1 | 11 | N1 + | 11 | N1 | 11 |
| 51 | " | " | " + | " | " + | " |
| 52 | " | " | " + | " | G2 h | 9 |
| 53 | " | " | " + | " | " h | " |
| 54 | " | " | " + | " | " h | " |
| 55 | " | " | " + | " | " h | " |
| 56 | " | " | " + | " | " h | " |
| 57 | | " | " + | " | " h | " |
| 58 | " | " | " + | " | " h | " |
| 59 | " | " | " + | " | " h | " |
| 60 | " | " | " + | " | " h | " |
| 61 | " | " | " + | " | " h | " |
| 62 | " | " | " + | " | Q3 <i>Malmö</i> <i>Laxå</i> | " |
| 63 | " | " | " + | " | " + | " |
| 64 | " | " | " + | " | Q6 + | " |
| 65 | " | " | " + | " | I1 + | 11 |
| 66 | " | " | " + | " | " + | " |
| 67 | " | " | K1 | " | " + | " |
| 68 | " | " | " | " | " + | " |
| 69 | " | " | " | " | " | " |
| 70 | " | " | " | " | " + | " |
| 71 | " | " | " | " | " + | " |
| 72 | " | " | " | " | " + | " |
| 73 | " | " | " | " | " + | " |
| 74 | " | " | Q4 | " | " + | " |
| 75 | " | " | " | N1 | 11 | " + c 9 |
| 76 | " | " | " | " | " + | I1 + 11 |
| 77 | " | " | " | G2 + c 9 | " + | G2 + c 9 |
| 78 | " | " | " | " + c " | " | " + c " |
| 79 | " | " | " | " + c " | " | " + c " |
| 80 | " | " | " | " + c " | " | " + c " |
| 81 | " | " | " | " + c " | " | " + c " |
| 82 | " | " | " | " + c " | " | " + c " |
| 83 | " | " | " | " + c " | " | " + c " |
| 84 | " | " | " | " + c " | " | " + c " |
| 85 | " | " | " | " + c " | " | I1 + 11 |
| 86 | " | " | " | " + c " | " | " + " |
| 87 | " | " | " | " + c " | " | " + " |
| 88 | " | " | " | " + c " | " | " + " |
| 89 | " | " | " | " + c " | " | " + " |
| 90 | " | " | " | " + c " | " | " |
| 91 | " | " | " | " + c " | " | " |
| 92 | " | " | " | " + c " | " | " |
| 93 | " | " | " | " + c " | " | " |
| 94 | " | " | " | " + c " | " | " |
| 95 | " | " | " | " + c " | " | K1 |
| 96 | " | " | " | " + c " | " | " |
| 97 | " | " | " | " + c " | " | " |
| 98 | " | " | " | " + c " | " | " + " |
| 99 | " | " | " | " + c " | " | G2 + c 9 |

| N | Hundratal | | | | | | | | | |
|----|------------|----|----|----|-------|----|------|----|-----|----|
| | 75 | | 76 | | 77 | | 78 | | 79 | |
| 00 | G2 + c | 9 | N1 | 11 | N1 + | 11 | N1 + | 11 | NN1 | 12 |
| 01 | n + c | n | " | n | n + | n | n + | n | n | n |
| 02 | n + c | n | " | n | n + | n | n + | n | n | n |
| 03 | n + c | n | " | n | n + | n | n + | n | n | n |
| 04 | n + c | n | " | n | n + | n | n + | n | n | n |
| 05 | n + c | n | " | n | n + | n | n + | n | n | n |
| 06 | n + c | n | " | n | n + | n | n + | n | n | n |
| 07 | n + c | n | " | n | n + | n | n + | n | n | n |
| 08 | n + c | n | " | n | n + | n | n + | n | n | n |
| 09 | n + c | n | " | n | n + | n | n + | n | n | n |
| 10 | n + b c | n | " | n | n + | n | n + | n | n | n |
| 11 | *) n + \| c | n | n | " | n + | n | n + | n | n | n |
| 12 | n + c | n | " | n | n + | n | n + | n | n | n |
| 13 | n + c | n | " | n | n + | n | n + | n | n | n |
| 14 | n + c | n | " | n | n + | n | n + | n | n | n |
| 15 | n + c | n | " | n | n + | n | n + | n | n | n |
| 16 | n + c | n | " | n | n + | n | n + | n | n | n |
| 17 | n + c | n | " | n | n + | n | n + | n | n | n |
| 18 | *) n + \| c | n | " | n | n + | n | n + | n | n | n |
| 19 | n + c | n | " | n | n + | n | n + | n | n | n |
| 20 | n + c | n | " | n | n + | n | n + | n | n | n |
| 21 | n + c | n | " | n | n + | n | n + | n | n | n |
| 22 | n + c | n | " | n | n + | n | n + | n | n | n |
| 23 | n + c | n | " | n | n + | n | n + | n | n | n |
| 24 | n + c | n | " | n | n + | n | n + | n | n | n |
| 25 | n + c | n | " | n | n + | n | n + | n | n | n |
| 26 | n + c | n | " | n | n + | n | n + | n | n | n |
| 27 | n + c | n | " | n | n + | n | n + | n | n | n |
| 28 | n + c | n | " | n | n + | n | n + | n | n | n |
| 29 | n + c | n | " | n | n + | n | n + | n | n | n |
| 30 | n + c | n | " | n | n + | n | n + | n | n | n |
| 31 | n + c | n | " | n | n + S | n | n + | n | n | n |
| 32 | n + c | n | " | n | n + | n | n + | n | n | n |
| 33 | n + c | n | " | n | n + | n | n + | n | n | n |
| 34 | n + c | n | " | n | n + | n | n + | n | n | n |
| 35 | n + c | n | " | n | n + | n | n + | n | n | n |
| 36 | n + c | n | " | n | n + | n | n + | n | n | n |
| 37 | n + c | n | " | n | n + | n | n + | n | n | n |
| 38 | n + c | n | " | n | n + | n | n + | n | n | n |
| 39 | N1 | 11 | " | n | n + | n | n + | n | n | n |
| 40 | Q4 | | " | n | n + | n | n + | n | n | n |
| 41 | N1 | 11 | " | n | n + | n | n + | n | n | n |
| 42 | n | n | " | n | n + | n | n + | n | n | n |
| 43 | n | n | " | n | n + | n | n + | n | n | n |
| 44 | n | n | " | n | n + | n | n + | n | n | n |
| 45 | n | n | " | n | K1 + | n | n + | n | n | n |
| 46 | n | n | " | n | n + | n | n + | n | n | n |
| 47 | n | n | " | n | n + | n | n + | n | n | n |
| 48 | n | n | " | n | n + | n | n + | n | n | n |
| 49 | n | n | " | n | n + | n | n + | n | n | n |

Tecknens betydelse: + enkel skrufbroms, | rörledning för tryckluftbroms, □ sloopad, b utrustad med bommar för hästtransport, c beslag för truppbänkar, S bromssits inflyttad och vagnen märkt "Sverige".

Siffran i andra kolumnen angiver vagnens lastförmåga i ton.

* Försedd med kamin i bromskupén.

| Nr | Hundratal. | | | | | | | | | |
|----|------------|----|-----|----|-----|----|-----|----|-----|----|
| | 75 | | 76 | | 77 | | 78 | | 79 | |
| 50 | N1 | 11 | N1 | 11 | K1+ | 11 | N1+ | 11 | NN1 | 12 |
| 51 | " | " | " | " | " + | " | " + | " | " | " |
| 52 | " | " | " | " | " + | " | " + | " | " | " |
| 53 | " | " | " | " | " + | " | " + | " | " | " |
| 54 | " | " | " | " | " + | " | " + | " | " | " |
| 55 | " | " | " | " | " + | " | " + | " | " | " |
| 56 | Q4 | | " | " | " | " | " + | " | " | " |
| 57 | N1 | 11 | " | " | " | " | " + | " | " | " |
| 58 | " | " | " | " | " | " | " + | " | " | " |
| 59 | " | " | " | " | " | " | " + | " | " | " |
| 60 | " | " | " | " | " | " | " + | " | " | " |
| 61 | " | " | " | " | " | " | " + | " | " | " |
| 62 | " | " | " | " | " | " | " + | " | " | " |
| 63 | " | " | O2 | 8 | " | " | " + | " | " | " |
| 64 | " | " | N1 | 11 | " | " | " + | " | " | " |
| 65 | " | " | " | " | " | " | " + | " | " | " |
| 66 | " | " | " | " | " | " | " + | " | " | " |
| 67 | " | " | " | " | N1+ | " | " + | " | " | " |
| 68 | " | " | " | " | " + | " | " + | " | " | " |
| 69 | " | " | " | " | " + | " | " + | " | " | " |
| 70 | " | " | " | " | " + | " | " + | " | " | " |
| 71 | " | " | " | " | " + | " | " + | " | " | " |
| 72 | " | " | " | " | " + | " | " + | " | " | " |
| 73 | " | " | " | " | " + | " | " + | " | " | " |
| 74 | " | " | " | " | " + | " | " + | " | " | " |
| 75 | " | " | " | " | " + | " | " + | " | " | " |
| 76 | " | " | " | " | " + | " | " + | " | " | " |
| 77 | " | " | " | " | " + | " | " + | " | " | " |
| 78 | " | " | " | " | " + | " | " + | " | " | " |
| 79 | " | " | " | " | " + | " | " + | " | " | " |
| 80 | " | " | " | " | " + | " | " + | " | " | " |
| 81 | " | " | " | " | " + | " | " + | " | " | " |
| 82 | " | " | " | " | " + | " | " + | " | " | " |
| 83 | " | " | " | " | " + | " | " + | " | " | " |
| 84 | " | " | " | " | " + | " | " + | " | " | " |
| 85 | " | " | " | " | " + | " | " + | " | " | " |
| 86 | " | " | " | " | " + | " | " + | " | " | " |
| 87 | " | " | " | " | " + | " | " + | " | " | " |
| 88 | " | " | " | " | " + | " | " + | " | " | " |
| 89 | " | " | " | " | " + | " | " + | " | " | " |
| 90 | " | " | " | " | " + | " | " + | " | " | " |
| 91 | " | " | " | " | " + | " | " + | " | " | " |
| 92 | " | " | " | " | " + | " | " + | " | " | " |
| 93 | " | " | " | " | " + | " | " + | " | " | " |
| 94 | Q4 | | " | " | " + | " | " + | " | " | " |
| 95 | N1 | 11 | " + | " | " + | " | " + | " | " | " |
| 96 | " | " | " + | " | " + | " | " + | " | " | " |
| 97 | " | " | " + | " | " + | " | " + | " | " | " |
| 98 | " | " | " + | " | " + | " | " + | " | G2 | c |
| 99 | " | " | " + | " | " + | " | NN1 | 12 | | 9 |

| N° | Hundratal. | | | | | | | | | | | |
|----|------------|---|----|----|-----|---|-----|-----|----|-----|-----|---|
| | 80 | | 81 | | 82 | | 83 | | 84 | | | |
| 00 | G2 | c | 9 | G2 | c | 9 | G1 | b c | 9 | G1 | b c | 9 |
| 01 | n | c | n | n | c | n | n | b c | " | n | c | n |
| 02 | n | c | n | n | c | n | n | b c | " | n | b c | n |
| 03 | n | c | n | n | c | n | n | b c | " | n | c | n |
| 04 | n | c | n | n | c | n | n | b c | " | n | c | n |
| 05 | n | c | n | n | c | n | n | b c | " | n | c | n |
| 06 | n | c | n | n | c | n | n | b c | " | n | b c | n |
| 07 | Gv2 | | " | n | c | n | n | b c | n | n | b c | n |
| 08 | G2 | c | n | n | c | n | n | b c | n | n | c | n |
| 09 | n | c | n | n | + c | n | n | b c | " | n | b c | " |
| 10 | n | c | n | n | + c | n | n | b c | " | n | c | n |
| 11 | n | c | n | n | + c | n | n | b e | " | n | c | n |
| 12 | n | c | n | n | + c | n | n | b e | " | n | c | n |
| 13 | n | c | n | n | + c | n | n | b e | " | n | b c | n |
| 14 | n | c | n | n | + c | n | n | b e | " | n | c | n |
| 15 | n | c | n | n | + c | n | n | b e | " | n | b c | n |
| 16 | n | c | n | n | + c | n | n | b e | " | n | c | n |
| 17 | n | c | n | n | + c | n | n | b e | " | n | c | n |
| 18 | n | c | n | n | + c | n | n | b e | " | n | c | n |
| 19 | n | c | n | n | + c | n | n | c | " | n | c | n |
| 20 | n | c | n | n | + c | n | n | c | " | n | c | n |
| 21 | n | c | n | n | + c | n | n | c | " | n | c | " |
| 22 | n | c | n | n | + c | n | n | c | " | n | b c | n |
| 23 | n | c | n | n | + c | n | n | b c | n | n | c | n |
| 24 | n | c | n | n | + c | n | n | c | " | n | b c | n |
| 25 | n | c | n | n | + c | n | n | c | n | n | c | n |
| 26 | n | c | n | n | + c | n | n | b c | n | n | c | n |
| 27 | n | c | n | n | + c | n | n | c | n | n | b c | n |
| 28 | n | c | n | n | + c | n | n | b c | n | n | c | n |
| 29 | n | c | n | H2 | 7 | n | b c | n | n | b c | n | |
| 30 | n | c | n | n | n | n | n | b e | n | n | c | n |
| 31 | n | c | n | n | n | n | n | c | n | n | c | n |
| 32 | n | c | n | n | n | n | n | c | " | n | c | n |
| 33 | n | c | n | n | n | n | n | c | " | n | c | n |
| 34 | n | c | n | n | n | n | n | c | " | n | c | n |
| 35 | n | c | n | n | n | n | n | c | n | n | c | n |
| 36 | n | c | n | n | n | n | n | c | n | n | c | n |
| 37 | n | c | n | n | n | n | n | c | n | H2 | 7 | |
| 38 | n | c | n | n | n | n | n | c | n | n | n | |
| 39 | n | c | n | G1 | c | 9 | R1 | ■■■ | 10 | n | c | n |
| 40 | n | c | n | n | c | n | n | ■■■ | n | n | n | |
| 41 | n | c | n | n | c | n | n | ■■■ | n | n | n | |
| 42 | n | c | n | n | c | n | n | ■■■ | n | n | n | |
| 43 | n | c | n | n | c | n | n | ■■■ | n | n | n | |
| 44 | n | c | n | n | c | n | n | ■■■ | n | n | n | |
| 45 | n | c | n | n | c | n | n | ■■■ | n | n | n | |
| 46 | n | c | n | n | c | n | n | ■■■ | n | n | n | |
| 47 | n | c | n | n | c | n | n | ■■■ | n | G1 | c | |
| 48 | Gv2 | n | n | n | c | n | n | ■■■ | n | n | b c | |
| 49 | G2 | c | n | n | c | n | n | ■■■ | n | n | b c | |

Tecknens betydelse: + enkel skrubfbroms, ■■■ enkel skrubfbroms och bromskur, b utrustad med bommar för hästtransport, c beslag för truppänkar.

Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| Nr | Hundratal. | | | | | | | | |
|----|------------|-----|----|----|-----|----|-----|-----|-----|
| | 80 | | 81 | | 82 | | 83 | | |
| 50 | G2 | c 9 | | G1 | c 9 | R1 | 10 | G1 | c 9 |
| 51 | " | c " | | " | c " | " | " | b c | " |
| 52 | " | c " | | " | c " | " | " | c " | " |
| 53 | " | c " | | " | c " | " | " | c " | " |
| 54 | " | c " | | " | c " | " | O1 | 8 | " |
| 55 | " | c " | | " | c " | " | " | c " | " |
| 56 | " | c " | | " | c " | " | " | c " | " |
| 57 | " | c " | | " | c " | " | " | c " | " |
| 58 | " | c " | | " | c " | " | " | c " | " |
| 59 | " | c " | | " | c " | " | H2 | 7 | " |
| 60 | " | c " | | " | c " | " | " | c " | " |
| 61 | " | c " | | " | c " | " | " | c " | " |
| 62 | " | c " | | " | c " | " | " | c " | " |
| 63 | " | c " | | " | c " | " | " | c " | " |
| 64 | " | c " | | " | c " | " | I1 | 11 | " |
| 65 | " | c " | | " | b c | " | H2 | 7 | " |
| 66 | " | c " | | " | c " | " | " | b c | " |
| 67 | " | c " | | " | c " | " | " | c " | " |
| 68 | " | c " | | " | c " | J1 | 11 | " | c " |
| 69 | " | c " | | " | b c | R1 | 10 | G1 | c 9 |
| 70 | " | c " | | " | b c | " | " | c " | " |
| 71 | " | c " | | " | b c | " | " | c " | " |
| 72 | " | c " | | " | b c | " | " | b c | " |
| 73 | " | c " | | " | b c | " | " | c " | " |
| 74 | " | c " | | " | b c | " | " | b c | " |
| 75 | " | c " | | " | b c | " | " | c " | " |
| 76 | " | c " | | " | b c | " | " | c " | " |
| 77 | " | c " | | " | b c | " | " | c " | " |
| 78 | " | c " | | " | b c | " | " | c " | " |
| 79 | " | c " | | " | b c | " | " | c " | " |
| 80 | " | c " | | " | b c | " | " | b c | " |
| 81 | " | c " | | " | b c | " | " | c " | " |
| 82 | " | c " | | " | b c | " | " | b c | " |
| 83 | " | c " | | " | b c | " | " | c " | " |
| 84 | " | c " | | " | b c | " | " | c " | " |
| 85 | " | c " | | " | b c | " | " | c " | " |
| 86 | " | c " | | " | b c | " | " | c " | " |
| 87 | " | c " | | " | b c | " | " | b c | " |
| 88 | " | c " | | " | b c | " | " | c " | " |
| 89 | " | c " | | " | b c | H2 | 7 | " | b c |
| 90 | " | c " | | " | b c | " | " | c " | " |
| 91 | " | c " | | " | b c | " | " | b c | " |
| 92 | " | c " | | " | b c | " | " | c " | " |
| 93 | " | c " | | " | b c | " | " | c " | " |
| 94 | " | c " | | " | b c | " | " | b c | " |
| 95 | " | c " | | " | b c | " | " | c " | " |
| 96 | " | c " | | " | b c | " | " | c " | " |
| 97 | " | c " | | " | b c | " | " | c " | " |
| 98 | " | c " | | " | b c | " | " | c " | " |
| 99 | " | c " | | " | b c | G1 | c 9 | " | c " |

* Inredd för transport af levvande fisk.

| Nr | H u n d r a t a l. | | | | | | | | | |
|----|--------------------|--|----------|--|-----------------|--|-------------|--|------------|----|
| | 85 | | 86 | | 87 | | 88 | | 89 | |
| 00 | G1 c 9 | | G1 b c 9 | | G1 b c 9 | | G1 + b c 8 | | R1 | 10 |
| 01 | n b c » | | n c » | | n c » | | n + b c » | | n | n |
| 02 | n b c » | | n c » | | n b c » | | n + \ b c » | | n | n |
| 03 | n b c » | | n c » | | n c » | | n + \ b c » | | n | n |
| 04 | n c » | | n c » | | n b c » | | n + \ b c » | | n | n |
| 05 | n *) c » | | n c » | | n b c » | | n + b c » | | n | n |
| 06 | n b c » | | n c » | | n c » | | n + b c » | | n | n |
| 07 | n c » | | n c » | | n c » | | n + b c » | | n | n |
| 08 | n c » | | n b c » | | n b c » | | n + \ b c » | | n | n |
| 09 | n c » | | n c » | | n c » | | n + b c » | | n | n |
| 10 | n c » | | n c » | | n c » | | n + b c » | | n | n |
| 11 | n c » | | n b c » | | n c » | | n + b c » | | n | n |
| 12 | n c » | | n c » | | n c » | | n + b c » | | n | n |
| 13 | n c » | | n c » | | n b c » | | n + b c » | | n | n |
| 14 | n c » | | n c » | | n c » <i>bc</i> | | n + b c » | | n | n |
| 15 | n c » | | n b c » | | n c » | | n + b c » | | n | n |
| 16 | n c » | | n c » | | n c » <i>bc</i> | | n + b c » | | n | n |
| 17 | n c » | | n c » | | n c » <i>bc</i> | | n + b c » | | n | n |
| 18 | n c » | | n b c » | | n b c » | | n + b c » | | n | n |
| 19 | n c » | | n c » | | n c » | | n + b c » | | n | n |
| 20 | n c » | | n c » | | n c » | | n + b c » | | n | n |
| 21 | n c » | | n c » | | n b c » | | n + b c » | | n | n |
| 22 | n c » | | n c » | | n c » <i>bc</i> | | n + b c » | | n | n |
| 23 | n c » | | n b c » | | n c » <i>bc</i> | | n + b c » | | n | n |
| 24 | n b c » | | n b c » | | n c » | | n + b c » | | n | n |
| 25 | n b c » | | n c » | | n c » | | n + \ b c » | | n | n |
| 26 | n c » | | n c » | | n c » | | n + b c » | | n | n |
| 27 | n c » | | n c » | | n c » <i>bc</i> | | n + b c » | | G1 + b c 8 | |
| 28 | n c » | | n c » | | n c » | | n + b c » | | n + b c » | |
| 29 | n b c » | | n c » | | n c » <i>bc</i> | | n + b c » | | n + b c » | |
| 30 | n c » | | n b c » | | n c » <i>bc</i> | | n + b c » | | n + b c » | |
| 31 | n c » | | n c » | | n c » | | n + b c » | | n + b c » | |
| 32 | n c » | | n c » | | n c » | | n + b c » | | n + b c » | |
| 33 | n c » | | n c » | | n b c » | | n + b c » | | n + b c » | |
| 34 | n c » | | n c » | | n c » <i>bc</i> | | n + b c » | | n + b c » | |
| 35 | n c » | | n c » | | n c » <i>bc</i> | | n + b c » | | n + b c » | |
| 36 | n c » | | n c » | | n b c » | | n + b c » | | n + b c » | |
| 37 | n b c » | | n c » | | n c » <i>bc</i> | | n + \ b c » | | n b c 9 | |
| 38 | n b c » | | n c » | | n c » <i>bc</i> | | n + \ b c » | | n b c » | |
| 39 | n c » | | n c » | | n c » | | n + b c » | | n b c » | |
| 40 | n c » | | n c » | | n c » | | n + b c » | | n b c » | |
| 41 | n c » | | n c » | | n c » | | n + b c » | | n b c » | |
| 42 | n c » | | n c » | | n c » | | n + b c » | | n b c » | |
| 43 | n b c » | | n c » | | n b c » | | n + b c » | | n b c » | |
| 44 | n c » | | n c » | | n c » | | n + b c » | | n b c » | |
| 45 | n c » | | n c » | | n c » <i>bc</i> | | n + b c » | | n b c » | |
| 46 | n c » | | n c » | | n c » <i>bc</i> | | n + b c » | | n b c » | |
| 47 | n c » | | n b c » | | n c » <i>bc</i> | | n + b c » | | n b c » | |
| 48 | n c » | | n c » | | n c » <i>bc</i> | | n + b c » | | n b c » | |
| 49 | n c » | | n b c » | | n c » <i>bc</i> | | n + b c » | | n | |

Tecknens betydelse: + enkel skrubroms, \ vakuumrör, b utrustad med bommar för hästtransport, c beslag för truppböckar, k inredd för köttransport, □ sloopad.

Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

*) Försedd med värmeapparat samt särskild anordning för uppläggning af gevär.

| A ² | H u n d r a t a l. | | | | | | | |
|----------------|--------------------|-----------------|-------------------|------------|------------|--|--|--|
| | 85 | 86 | 87 | 88 | 89 | | | |
| 50 | G1 c 9 | G1 c 9 | G1 c 9 <i>le</i> | G1 + b c 8 | G1 b c 9 | | | |
| 51 | n c n | n c n | n c n <i>le</i> | n + b c n | n b c n | | | |
| 52 | n c n | n c n | n c n <i>le</i> | n + b c n | n b c n | | | |
| 53 | n c n | n c n | n c n <i>le</i> | n + b c n | n b c n | | | |
| 54 | n c n | n b c n | n c n <i>le</i> | n + b c n | n b c n | | | |
| 55 | n c n | n c n | n b c n | n + b c n | n b c n | | | |
| 56 | n c n | n c n <i>tp</i> | n b c n | n + b c n | n b c n | | | |
| 57 | n c n | n c n <i>le</i> | n c n | n + b c n | n b c n | | | |
| 58 | n c n | n c n <i>le</i> | n c n <i>le</i> | n + b c n | n b c n | | | |
| 59 | n b c n | n c n | n b c n | n + b c n | n b c n | | | |
| 60 | n c n | n c n <i>le</i> | n c n <i>le</i> | n + b c n | n b c n | | | |
| 61 | n c n | n b c n | n b c n <i>le</i> | n + b c n | n b c n | | | |
| 62 | n c n | n c n <i>le</i> | n c n <i>le</i> | n + b c n | n b c n | | | |
| 63 | n b c n | n c n | n c n <i>le</i> | n + b c n | n b c n | | | |
| 64 | n c n | n b c n | n c n <i>le</i> | n + b c n | n b c n | | | |
| 65 | n c n | n c n <i>le</i> | n c n <i>le</i> | n + b c n | n b c n | | | |
| 66 | n c n | n c n <i>le</i> | n c n <i>le</i> | n + b c n | n b c n | | | |
| 67 | n c n | n c n <i>le</i> | n c n <i>le</i> | H1 + 6.5 | n + b c 8 | | | |
| 68 | n b c n | n c n <i>le</i> | n c n <i>le</i> | n + k n | G1f + | | | |
| 69 | n c n | n c n <i>le</i> | n c n <i>le</i> | n + k n | G1 + b c n | | | |
| 70 | n c n | n c n <i>le</i> | n c n | n + | n + b c n | | | |
| 71 | n b c n | n c n <i>le</i> | n c n | n + k n | G1f + | | | |
| 72 | n b c n | n c n <i>le</i> | n b c n | n + k n | G1 + b c n | | | |
| 73 | n c n | n c n | n c n | n + k n | n + b c n | | | |
| 74 | n c n | n c n <i>le</i> | n c n | n + | n + b c n | | | |
| 75 | n c n | n c n <i>le</i> | n c n <i>le</i> | n + k n | n + b c n | | | |
| 76 | n c n | n c n <i>le</i> | n c n | n + k n | n + b c n | | | |
| 77 | n c n | n b c n | n + b c n | R1 10 | G1f + | | | |
| 78 | n c n | n c n | n + b c n | n | G1 + b c n | | | |
| 79 | n c n | n c n | n + b c n | n | n + b c n | | | |
| 80 | n c n | n c n | n + b c n | n | n + b c n | | | |
| 81 | n c n | n b c n | n + b c n | n | n + b c n | | | |
| 82 | n b c n | n c n | n + b c n | n | n + b c n | | | |
| 83 | n b c n | n c n <i>le</i> | n + b c n | n | n + b c n | | | |
| 84 | n c n | n c n | n + b c n | n | n + b c n | | | |
| 85 | n b c n | n c n <i>le</i> | n + b c n | n | n + b c n | | | |
| 86 | n c n | n b c n | n + b c n | n | n + b c n | | | |
| 87 | n c n | n c n | n + b c n | n | n + b c n | | | |
| 88 | n c n | n b c n | n + b c n | n | n + b c n | | | |
| 89 | n c n | n c n <i>le</i> | n + b c n | n | n + b c n | | | |
| 90 | n b c n | n c n | n + b c n | n | n + b c n | | | |
| 91 | n c n | n c n <i>le</i> | n + b c n | n | n + b c n | | | |
| 92 | n c n | n c n <i>le</i> | n + b c n | n | n + b c n | | | |
| 93 | n c n | n c n <i>le</i> | n + b c n | n | n + b c n | | | |
| 94 | n c n | n b c n | n + b c n | n | n + b c n | | | |
| 95 | n c n | n c n <i>le</i> | n + b c n | n | n + b c n | | | |
| 96 | n c n | n c n | n + b c n | n | n + b c n | | | |
| 97 | n c n | n c n <i>le</i> | n + b c n | n | n + b c n | | | |
| 98 | n c n | n b c n | n + b c n | n | n + b c n | | | |
| 99 | n b c n | n c n | n + b c n | n | n + b c n | | | |

| M | H u n d r a t a l. | | | | | | | | | |
|----|--------------------|----|----|----|-----|----|----|----|-----|---|
| | 90 | | 91 | | 92 | | 93 | | 94 | |
| 00 | N1 | 11 | N1 | 11 | NN1 | 12 | L1 | 10 | NN2 | 9 |
| 01 | n | n | n | n | n | n | n | n | n | n |
| 02 | n | n | n | n | n | n | n | n | n | n |
| 03 | n | n | n | n | n | n | n | n | n | n |
| 04 | n | n | n | n | n | n | n | n | n | n |
| 05 | n | n | n | n | n | n | n | n | n | n |
| 06 | n | n | n | n | n | n | n | n | n | n |
| 07 | n | n | n | n | n | n | n | n | n | n |
| 08 | n | n | n | n | n | n | n | n | n | n |
| 09 | n | n | n | n | n | n | n | n | n | n |
| 10 | n | n | n | n | n | n | n | n | n | n |
| 11 | n | n | n | n | n | n | n | n | n | n |
| 12 | n | n | n | n | n | n | n | n | n | n |
| 13 | n | n | n | n | n | n | n | n | n | n |
| 14 | n | n | n | n | n | n | n | n | n | n |
| 15 | n | n | n | n | n | n | n | n | n | n |
| 16 | n | n | n | n | n | n | n | n | n | n |
| 17 | n | n | n | n | n | n | n | n | n | n |
| 18 | n | n | n | n | n | n | n | n | n | n |
| 19 | n | n | n | n | n | n | n | n | n | n |
| 20 | n | n | n | n | n | n | n | n | n | n |
| 21 | n | n | n | n | n | n | n | n | n | n |
| 22 | n | n | n | n | n | n | n | n | n | n |
| 23 | n | n | n | n | n | n | n | n | n | n |
| 24 | n | n | n | n | n | n | n | n | n | n |
| 25 | n | n | n | n | n | n | n | n | n | n |
| 26 | n | n | n | n | n | n | n | n | n | n |
| 27 | n | n | n | n | n | n | n | n | n | n |
| 28 | n | n | n | n | n | n | n | n | n | n |
| 29 | n | n | n | n | n | n | n | n | n | n |
| 30 | n | n | n | n | n | n | n | n | n | n |
| 31 | n | n | n | n | n | n | n | n | n | n |
| 32 | n | n | n | n | n | n | n | n | n | n |
| 33 | n | n | n | n | n | n | n | n | n | n |
| 34 | n | n | n | n | n | n | n | n | n | n |
| 35 | n | n | n | n | n | n | n | n | n | n |
| 36 | n | n | n | n | n | n | n | n | n | n |
| 37 | n | n | n | n | n | n | n | n | n | n |
| 38 | n | n | n | n | n | n | n | n | n | n |
| 39 | n | n | n | n | n | n | n | n | n | n |
| 40 | n | n | n | n | n | n | N1 | 11 | n | n |
| 41 | n | n | n | n | n | n | n | n | n | n |
| 42 | n | n | n | n | n | n | n | n | n | n |
| 43 | n | n | n | n | n | n | n | n | n | n |
| 44 | n | n | n | n | n | n | n | n | n | n |
| 45 | n | n | n | n | n | n | n | n | n | n |
| 46 | n | n | n | n | n | n | n | n | n | n |
| 47 | n | n | n | n | n | n | n | n | n | n |
| 48 | n | n | n | n | n | n | n | n | n | n |
| 49 | n | n | n | n | n | n | n | n | n | n |

Tecknens betydelse: \blacksquare enkel skrufbroms och bromskur, ∞ friktionsbroms, \blacksquare slopad.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| N° | Hundratal. | | | | | | | | | |
|----|------------|----|----|----|----|-----|----|--|-----|-------|
| | 90 | | 91 | | 92 | | 93 | | 94 | |
| 50 | N1 | 11 | | N1 | 11 | NN1 | 12 | | N1 | 11 |
| 51 | n | n | | n | n | n | n | | n | n |
| 52 | n | n | | n | n | n | n | | n | n |
| 53 | n | n | | n | n | n | n | | n | n |
| 54 | n | n | | n | n | n | n | | n | n |
| 55 | n | n | | n | n | n | n | | n | n |
| 56 | n | n | | n | n | n | n | | n | n |
| 57 | n | n | | n | n | n | n | | n | n |
| 58 | n | n | | n | n | n | n | | n | n |
| 59 | n | n | | n | n | n | n | | n | n |
| 60 | n | n | | n | n | n | n | | n | n |
| 61 | n | n | | n | n | n | n | | n | n |
| 62 | n | n | | n | n | n | n | | n | n |
| 63 | n | n | | n | n | n | n | | n | n |
| 64 | n | n | | n | n | n | n | | n | n |
| 65 | n | n | | n | n | L1 | 10 | | n | n |
| 66 | n | n | | n | n | n | n | | n | n |
| 67 | n | n | | n | n | n | n | | n | n |
| 68 | n | n | | n | n | n | n | | n | n |
| 69 | n | n | | n | n | n | n | | n | n |
| 70 | n | n | | n | n | n | n | | n | n |
| 71 | n | n | | n | n | n | n | | n | n |
| 72 | n | n | | n | n | n | n | | n | n |
| 73 | n | n | | n | n | n | n | | n | n |
| 74 | n | n | | n | n | n | n | | n | n |
| 75 | n | n | | n | n | n | n | | n | n |
| 76 | n | n | | n | n | n | n | | n | n |
| 77 | n | n | | n | n | n | n | | n | n |
| 78 | n | n | | n | n | n | n | | n | n |
| 79 | n | n | | n | n | n | n | | n | n |
| 80 | n | n | | n | n | n | n | | n | N1 11 |
| 81 | n | n | | n | n | n | n | | n | n |
| 82 | n | n | | n | n | n | n | | n | n |
| 83 | n | n | | n | n | n | n | | n | n |
| 84 | n | n | | n | n | n | n | | n | n |
| 85 | n | n | | n | n | n | n | | n | n |
| 86 | n | n | | n | n | n | n | | n | n |
| 87 | n | n | | n | n | n | n | | n | n |
| 88 | n | n | | n | n | n | n | | n | n |
| 89 | n | n | | n | n | n | n | | n | n |
| 90 | n | n | | n | n | n | n | | NN2 | 9 |
| 91 | n | n | | n | n | n | n | | n | n |
| 92 | n | n | | n | n | n | n | | n | n |
| 93 | n | n | | n | n | n | n | | n | n |
| 94 | n | n | | n | n | n | n | | n | n |
| 95 | n | n | | N1 | 12 | n | n | | n | n |
| 96 | n | n | | n | n | n | n | | n | n |
| 97 | n | n | | n | n | n | n | | n | n |
| 98 | n | n | | n | n | n | n | | n | n |
| 99 | n | n | | n | n | n | n | | n | n |

| N | Hundratal. | | | | | | | | | | |
|----|------------|----|-----|----|----|----|----|-----|----|----|----|
| | 95 | | 96 | | 97 | | 98 | | 99 | | |
| 00 | N1 | 11 | | I3 | | N1 | 11 | NN1 | 12 | N1 | 11 |
| 01 | n | n | | n | | n | n | n | n | n | n |
| 02 | n | n | | n | | n | n | n | n | n | n |
| 03 | n | n | | n | | n | n | n | n | n | n |
| 04 | n | n | | n | | n | n | n | n | n | n |
| 05 | n | n | | n | | n | n | n | n | n | n |
| 06 | n | n | | n | | n | n | n | n | n | n |
| 07 | n | n | | n | | n | n | n | n | n | n |
| 08 | n | n | | n | | n | n | n | n | n | n |
| 09 | n | n | | n | | n | n | n | n | n | n |
| 10 | n | n | | n | | n | n | n | n | n | n |
| 11 | n | n | | n | | n | n | n | n | n | n |
| 12 | n | n | | n | | n | n | n | n | n | n |
| 13 | n | n | | n | | n | n | n | n | n | n |
| 14 | n | n | | n | | n | n | n | n | n | n |
| 15 | n | n | | n | | n | n | n | n | n | n |
| 16 | n | n | | n | | n | n | n | n | n | n |
| 17 | n | n | | n | | n | n | n | n | n | n |
| 18 | n | n | | n | | n | n | n | n | n | n |
| 19 | n | n | | n | | n | n | n | n | n | n |
| 20 | n | n | NN1 | 12 | | n | n | n | n | n | n |
| 21 | n | n | n | n | | n | n | n | n | n | n |
| 22 | n | n | n | n | | n | n | n | n | n | n |
| 23 | n | n | n | n | | n | n | n | n | n | n |
| 24 | n | n | n | n | | n | n | n | n | n | n |
| 25 | n | n | n | n | | n | n | n | n | n | n |
| 26 | n | n | n | n | | n | n | n | n | n | n |
| 27 | n | n | n | n | | n | n | n | n | n | n |
| 28 | n | n | n | n | | n | n | n | n | n | n |
| 29 | n | n | n | n | | n | n | n | n | n | n |
| 30 | n | n | n | n | | n | n | n | n | n | n |
| 31 | n | n | n | n | | n | n | n | n | n | n |
| 32 | n | n | N1 | 11 | | n | n | n | n | n | n |
| 33 | n | n | n | n | | n | n | n | n | n | n |
| 34 | n | n | n | n | | n | n | n | n | n | n |
| 35 | n | n | n | n | | n | n | n | n | n | n |
| 36 | n | n | n | n | | n | n | n | n | n | n |
| 37 | n | n | n | n | | n | n | n | n | n | n |
| 38 | n | n | n | n | | n | n | n | n | n | n |
| 39 | n | n | n | n | | n | n | n | n | n | n |
| 40 | n | n | n | n | | n | n | n | n | n | n |
| 41 | n | n | n | n | | n | n | n | n | n | n |
| 42 | n | n | n | n | | n | n | n | n | n | n |
| 43 | n | n | n | n | | n | n | n | n | n | n |
| 44 | n | n | n | n | | n | n | n | n | n | n |
| 45 | n | n | n | n | | n | n | n | n | n | n |
| 46 | n | n | n | n | | n | n | n | n | n | n |
| 47 | n | n | n | n | | n | n | n | n | n | n |
| 48 | n | n | n | n | | n | n | n | n | n | n |
| 49 | n | n | n | n | | n | n | n | n | n | n |

Tecknens betydelse: + enkel skrubbroms, □ enkel skrubbroms och bromskur, ▨ sloopad.
Siffran i andra kolumnen angiver vagnens lastförmåga i ton.

| N | Hundratal. | | | | | | | | | |
|----|------------|----|----|----|----|-----|-----|----|-----|----|
| | 95 | | 96 | | 97 | | 98 | | 99 | |
| 50 | N1+ | 11 | | N1 | 11 | | N1 | 11 | NN1 | 12 |
| 51 | " + | " | | " | " | | " | " | " | " |
| 52 | " + | " | | " | " | | " | " | " | " |
| 53 | " + | " | | " | " | | " | " | " | " |
| 54 | " + | " | | " | " | | " | " | " | " |
| 55 | " + | " | | " | " | | " | " | " | " |
| 56 | " + | " | | " | " | | " | " | " | " |
| 57 | " + | " | | " | " | | " | " | " | " |
| 58 | " + | " | | " | " | | " | " | " | " |
| 59 | " + | " | | " | " | | " | " | " | " |
| 60 | " + | " | | " | " | | " | " | " | " |
| 61 | " + | " | | " | " | | " | " | " | " |
| 62 | " + | " | | " | " | | " | " | " | " |
| 63 | " + | " | | " | " | | " | " | " | " |
| 64 | " + | " | | " | " | | " | " | " | " |
| 65 | " + | " | | " | " | | " | " | " | " |
| 66 | " + | " | | " | " | | " | " | " | " |
| 67 | " + | " | | " | " | | " | " | " | " |
| 68 | " + | " | | " | " | | NN1 | 11 | " | " |
| 69 | " + | " | | " | " | | " | " | " | " |
| 70 | " + | " | | " | " | | " | " | " | " |
| 71 | " + | " | | " | " | | " | " | " | " |
| 72 | " + | " | | " | " | | " | " | " | " |
| 73 | " + | " | | " | " | | " | " | " | " |
| 74 | " + | " | | " | " | | " | " | " | " |
| 75 | " + | " | | " | " | | " | " | " | " |
| 76 | " + | " | | " | " | | " | " | " | " |
| 77 | " + | " | | " | " | | " | " | " | " |
| 78 | " + | " | | " | " | | " | " | " | " |
| 79 | " + | " | | " | " | | " | " | " | " |
| 80 | " + | " | | " | " | | " | " | " | " |
| 81 | " + | " | | " | " | | " | " | " | " |
| 82 | " + | " | | " | " | | " | " | " | " |
| 83 | " + | " | | " | " | | " | " | " | " |
| 84 | " + | " | | " | " | | " | " | " | " |
| 85 | " + | " | | " | " | | " | " | " | " |
| 86 | " + | " | | " | " | | " | " | " | " |
| 87 | " + | " | | " | " | | " | " | " | " |
| 88 | " + | " | | " | " | NN1 | 12 | " | " | " |
| 89 | " + | " | | " | " | " | " | " | " | " |
| 90 | " + | " | | " | " | | " | " | " | " |
| 91 | " + | " | | " | " | | " | " | " | " |
| 92 | " + | " | | " | " | | " | " | " | " |
| 93 | " + | " | | " | " | | " | " | " | " |
| 94 | " + | " | | " | " | | " | " | " | " |
| 95 | " + | " | | " | " | | " | " | " | " |
| 96 | " + | " | | " | " | | " | " | " | " |
| 97 | " + | " | | " | " | | " | " | " | " |
| 98 | " + | " | | " | " | | " | " | " | " |
| 99 | " + | " | | " | " | | " | " | " | " |

| Nr | Hundratal. | | | | | | | | |
|----|------------|-----|-----|----|-----|----|-----|----|--------|
| | 100 | | 101 | | 102 | | 103 | | |
| 00 | | | I1 | 11 | I1 | 11 | I1+ | 11 | I1+ 11 |
| 01 | I1 | | G4 | | K3 | | n + | n | n + n |
| 02 | n | | | | P2 | | n | n | n + n |
| 03 | n | | G4 | | n | | n | n | n + n |
| 04 | I1 | 11 | n | | n | | n + | n | n + n |
| 05 | n | n | n | | I1 | n | n + | n | n + n |
| 06 | n | | n | | n | | n + | n | n + n |
| 07 | n | | n | | P2 | | n | n | n + n |
| 08 | I1+ | n | n | | n | | n + | n | n + n |
| 09 | n | | n | | n | | n + | n | n + n |
| 10 | I1 | n | n | | n | | n | n | n + n |
| 11 | n | | n | | I1 | n | n + | n | n + n |
| 12 | n | | n | | P2 | | n + | n | n + n |
| 13 | n | | n | | n | | n + | n | n + n |
| 14 | n | | n | | n | | n | n | n + n |
| 15 | I1 | n | n | | n | | n | n | n + n |
| 16 | n | | n | | n | | n + | n | n + n |
| 17 | n | | n | | I1 | n | n + | n | n + n |
| 18 | n | | n | | P2 | | n + | n | n + n |
| 19 | n | | n | | I1 | n | n + | n | n + n |
| 20 | n | | I1 | n | P2 | | n | n | n + n |
| 21 | n | | G4 | | P1 | | n + | n | n + n |
| 22 | n | | n | | n | | P1 | n | n + n |
| 23 | n | | n | | K3 | | I1+ | n | n + n |
| 24 | n | | n | | P2 | | n | n | n + n |
| 25 | n | | n | | I1 | | n + | n | n + n |
| 26 | I1 | n | n | | n | | n + | n | n + n |
| 27 | n | | n | | n | | n + | n | n + n |
| 28 | n | | n | | n | | n | n | n + n |
| 29 | n | | n | | n | | n + | n | n + n |
| 30 | n | | n | | n | | n + | n | n + n |
| 31 | I1 | n | n | | n | | n + | n | n + n |
| 32 | n | | n | | n | | n + | n | n + n |
| 33 | n | | n | | n | | n + | n | n + n |
| 34 | n | | n | | n | | n + | n | n + n |
| 35 | n | | n | | n | | n + | n | n + n |
| 36 | n | | n | | n | | P1 | n | n + n |
| 37 | n | | n | | n | | I1+ | n | n + n |
| 38 | n | | n | | n | | n | n | n + n |
| 39 | n | | n | | I1 | n | n + | n | n + n |
| 40 | n | | n | | I1 | | n + | n | n + n |
| 41 | G1 + å*) | 3,5 | n | | n | | n + | n | n + n |
| 42 | n + å | n | n | | n | | n + | n | n + n |
| 43 | n + å | n | n | | n | | n + | n | n + n |
| 44 | n + bc | 8 | K3 | | n | | K3 | | n + n |
| 45 | n + bc | n | n | | I1+ | n | K3 | | n + n |
| 46 | n bc | 9 | K1 | n | n | | n | | G4 9 |
| 47 | n bc | n | K3 | | G4 | | P2 | | I1 11 |
| 48 | n bc | n | I1 | n | n | | n | | G4 9 |
| 49 | n bc | n | K3 | | n | | n | | |

Tecknens betydelse: + enkel skrufbroms, □ slopad, b utrustad med bommar för hästtransport, c beslag för truppböcker,
h hästgrindar, & försedd med ångpanna.

* Siffran i andra kolumnen angiver vagnens lastförmåga i ton.

*) Vagnarna N:r 10041—10099 tillhör Örebro-Svartå järnvägsaktiebolag.

H u n d r a t a l.

| Nr | | 100 | | 101 | | 102 | | 103 | | 104 | |
|----|--|-----|----|-----|----|-----|----|-----|----|-----|----|
| 50 | | N1+ | 11 | K1 | 11 | G4 | | P2 | | G4 | |
| 51 | | n + | n | | n | G2 | c | | | G4 | c |
| 52 | | n + | n | K3 | | G4 | | | | I1 | 11 |
| 53 | | n + | n | | | n | | | | G4 | h |
| 54 | | n + | n | | | n | | N1+ | 11 | I1 | 11 |
| 55 | | n + | n | I1 | | n | | n + | n | | |
| 56 | | n | n | K3 | | n | | n | n | | n |
| 57 | | n | n | | | I1 | 11 | n | n | G4 | 9 |
| 58 | | n | n | | | P1 | | n | n | n | h |
| 59 | | n | n | | | P2 | | n + | n | I1 | 11 |
| 60 | | n | n | I1 | | n | | n | n | G4 | 9 |
| 61 | | n | n | K3 | | n | | n | n | n | h |
| 62 | | n | n | | | n | | n | n | I1 | 11 |
| 63 | | n | n | | | n | | n | n | n | n |
| 64 | | n | n | | | I1 | | n | n | | G4 |
| 65 | | n | n | | | n | | n | n | | n |
| 66 | | n | n | | | P2 | | n | n | I1 | 11 |
| 67 | | n | n | P1 | | n | | n + | n | G4 | 9 |
| 68 | | n | n | K3 | | n | | n | n | I1 | 11 |
| 69 | | n | n | | | n | | I1 | n | N1 | n |
| 70 | | n | n | | | n | | n | n | n | n |
| 71 | | n | n | | | n | | n | n | n + | n |
| 72 | | n | n | | | n | | n | n | n + | n |
| 73 | | n | n | K1 | | n | | n | n | n | n |
| 74 | | n | n | K3 | | n | | n + | n | n | n |
| 75 | | n | n | K1 | | n | | n | n | n | n |
| 76 | | n | n | K3 | | n | | n | n | n | n |
| 77 | | n | n | | | n | | n | n | n | n |
| 78 | | n | n | | | n | | n | n | n | n |
| 79 | | n | n | K1+ | | K3 | | n | n | n | n |
| 80 | | n | n | I4 | | I1 | | n | n | n + | n |
| 81 | | n | n | | | P2 | | n | n | n | n |
| 82 | | n | n | | | K1 | | n | n | n | n |
| 83 | | n | n | | | P2 | | n + | n | n | n |
| 84 | | n | n | | | I1 | | n | n | I1+ | n |
| 85 | | n | n | | | P1 | | n | n | n + | n |
| 86 | | n | n | | | n | | n + | n | n | n |
| 87 | | n | n | | | K1 | | n | n | n + | n |
| 88 | | n | n | | | K3 | | n | n | n + | n |
| 89 | | n | n | | | I4 | | n | n | n | n |
| 90 | | R2 | 20 | | | n | | n | n | n | n |
| 91 | | n | n | | | I1 | | n | n | n + | n |
| 92 | | n | n | | | I4 | | n | n | n | n |
| 93 | | n | n | | | I1 | | n + | n | n + | n |
| 94 | | n | n | | | n | | n + | n | n | n |
| 95 | | n | n | P2 | | n | | n | n | n | n |
| 96 | | n | n | I1 | | n + | | n + | n | n | n |
| 97 | | n | n | P2 | | n + | | n + | n | n + | n |
| 98 | | n | n | I1 | | n | | n | n | n | n |
| 99 | | n | n | P2 | | n + | | n + | n | n | n |

| N° | H u n d r a t a l. | | | | | | | | |
|----|--------------------|----|------|----|-----|----|--------|-----|------------|
| | 105 | | 106 | | 107 | | 108 | | |
| 00 | I1 | 11 | I1 + | 11 | I1 | | N1 | 11 | K3 |
| 01 | n | n | G4 | | n | | n | n | n |
| 02 | n | n | n | | n | | n | n | n |
| 03 | n | n | n | | I1 | 11 | n | n | n |
| 04 | n | n | n | | G4 | | n | n | n |
| 05 | n | n | n | | n | | I1 | n | N1 |
| 06 | n | n | n | | I1 | | n | n | n |
| 07 | n | n | n | | n | | n | n | n |
| 08 | n | n | n | | n | | I4 | n | n |
| 09 | n | n | n | | n | | I1 | n | n |
| 10 | | | n | | n | | n | n | n |
| 11 | | | n | | n | | n | n | n |
| 12 | N1 | n | n | | n | | n | n | n |
| 13 | n | n | n | | n | | n | n | n |
| 14 | n | n | I1 | | n | | n | n | n |
| 15 | n | n | n | | n | | n | n | n |
| 16 | n | n | n | | n | | n | n | n |
| 17 | I1 | n | n | | n | | n | n | n |
| 18 | n | n | n | | n | | n | n | n |
| 19 | n + | n | n | | n | | n | n | n |
| 20 | n | n | n | | G4 | | n | n | n + |
| 21 | n | n | n | | n | | n | n | n |
| 22 | n | n | n | | n | | n | n | n + |
| 23 | n + | n | n | | n | | n | n | n + |
| 24 | n | n | n | | n | | n | n | n + |
| 25 | n | n | K3 | | n | | n | n | n |
| 26 | n | n | n | | I1 | | n | n | n + |
| 27 | n | n | n | | n | | n | n | n + |
| 28 | n | n | n | | n | | n | n | n + |
| 29 | n + | n | n | | n | | n | n | n + |
| 30 | n | n | n | | n | | n | n | G4 + c 9 |
| 31 | n | n | n | | n | | n | n | n + c n |
| 32 | n | n | n | | n | | n | n | N1 + G4 11 |
| 33 | n | n | I4 | | n | | n | n | n + |
| 34 | n + | n | n | | n | | G2 c 9 | n | 9 |
| 35 | n | n | P2 | | n | | n | c n | n + c n |
| 36 | n | n | n | | n | | n | c n | I1 + 11 |
| 37 | n | n | n | | n | | K3 | n | n + |
| 38 | n + | n | n | | G4 | | n | n | G4 + c 9 |
| 39 | n | n | n | | n | | n | n | n + c n |
| 40 | n | n | n | | n | | n | n | n + c n |
| 41 | n + | n | n | | n | | n | n | n + c n |
| 42 | n + | n | n | | n | | n | n | n + c n |
| 43 | n | n | n | | n | | n | n | n + c n |
| 44 | n | n | n | | n | | n | n | N1 + 11 |
| 45 | n | n | n | | I1 | | I1 + | 11 | G4 + c 9 |
| 46 | n | n | n | | n | | n | n | n |
| 47 | n | n | n | | G4 | | n | n | n + c n |
| 48 | n | n | I1 | | n | | n | n | n + c n |
| 49 | n | n | n | | n | | n | n | n c n |

Tecknens betydelse: + enkel skrufbroms, □ slopad, c beslag för truppböckar, h hästgrindar, S bromssits inflyttad och vagnen märkt »Sveriges Siffran i andra kolumnen angiver vagnens lastförmåga i ton.

| N° | Hundratal. | | | | | | | |
|----|------------|-----|-----|-----|-----|----|-----|-------|
| | 105 | | 106 | | 107 | | 108 | |
| 50 | I1 | 11 | | P2 | | G4 | | I1 |
| 51 | " | " | | " | | " | | I1+ |
| 52 | N1+ | " | | " | | " | " | G4+ |
| 53 | "+ | " | | I1 | | " | " | I1+ |
| 54 | " | " | | " | | " | " | |
| 55 | " | " | | I4 | | " | + | |
| 56 | " | " | | " | | " | + | |
| 57 | " | " | | " | | " | " | |
| 58 | " | " | | " | | " | " | |
| 59 | " | " | | " | | " | " | |
| 60 | " | " | | I1 | | " | " | " |
| 61 | " | " | | " | | " | " | " |
| 62 | " | " | | I1 | 11 | N1 | 11 | " |
| 63 | " | " | | " | | " | " | " |
| 64 | "+ | " | | I1+ | " | " | " | " |
| 65 | " | " | | " | | " | " | " |
| 66 | "+ | " | | I1 | " | " | " | " |
| 67 | "+ | " | | " | | " | " | " |
| 68 | " | " | | " | | " | " | " |
| 69 | " | " | | " | | " | " | " |
| 70 | " | " | | " | | " | " | " |
| 71 | " | " | | I1+ | " | " | " | " |
| 72 | G2 | c 9 | | " | | " | " | " |
| 73 | " | c " | | " | | I1 | " | " |
| 74 | " | c " | | " | | " | " | " |
| 75 | " | c " | | " | | " | " | " |
| 76 | " | c " | | " | | " | " | " |
| 77 | " | c " | | " | | " | " | " |
| 78 | " | c " | | " | | " | " | " |
| 79 | " | c " | | " | | " | " | " |
| 80 | " | c " | | " | | " | " | " |
| 81 | I1 | 11 | | " | | " | " | " |
| 82 | G2 | c 9 | | " | | " | " | " |
| 83 | P1 | 11 | | " | | " | " | " |
| 84 | I1 | " | | " | | " | " | " |
| 85 | G2 | c 9 | | I1 | " | O2 | 8 | " |
| 86 | " | c " | | " | | I1 | 11 | " |
| 87 | G4 | " | | " | | " | " | " |
| 88 | I1+ | 11 | | " | | " | " | " |
| 89 | G2 | c 9 | | " | | G4 | h 9 | " |
| 90 | I1+ | 11 | | " | | I1 | 11 | " |
| 91 | G2 | c 9 | | " | | G4 | h 9 | " |
| 92 | I1+ | 11 | | " | | I1 | 11 | " |
| 93 | "+ | " | | " | | G4 | h 9 | " |
| 94 | "+ | " | | " | | " | " | " |
| 95 | "+ | " | | " | | I1 | 11 | " |
| 96 | " + S | " | | " | | " | " | " |
| 97 | " | " | | " | | I1 | 11 | " |
| 98 | " | " | | " | | " | " | " |
| 99 | "+ | " | | " | | N1 | " | " |
| | | | | | | K3 | | K1 11 |

| N° | H u n d r a t a l . | | | | | | | | 114 |
|----|---------------------|----|-----|----|-----|----|------|-----|------|
| | 110 | | 111 | | 112 | | 113 | | |
| 00 | K1 | 11 | K3 | | I1 | 11 | N1 | 11 | N1 |
| 01 | G4 | | n | | n | n | n | n | n |
| 02 | n | | n | | n | n | n | n | n |
| 03 | I4 | | n | | n | n | n + | n | n |
| 04 | n | | I1 | 11 | n | n | n | n | n |
| 05 | n | | K3 | | n | n | n | n | n |
| 06 | I1 | | n | | n | n | n | n | n |
| 07 | n | | n | | n | n | n | n | n |
| 08 | I4 | | n | | n | n | n | n | n |
| 09 | n | | K1 | n | n | n | n | n | n |
| 10 | I1 | | K3 | | n | n | n | n | n |
| 11 | I1 | n | n | | n | n | n + | n | n |
| 12 | I4 | | n | | n | n | n | n | n |
| 13 | I1 | | I1 | n | n | n | n | n | n |
| 14 | I4 | | I4 | | n | n | n + | n | n |
| 15 | I1 | | n | | n | n | n | n | n |
| 16 | I4 | | n | | n | n | n + | n | n |
| 17 | n | | n | | n | n | n | n | n |
| 18 | G4 | | n | | n + | n | n | n | n |
| 19 | I1 | n | n | | n + | n | n | n | n |
| 20 | n | | n | | n + | n | n | n | Q4 |
| 21 | n | | n | | n | n | n | n | N1 |
| 22 | n | | n | | n + | n | n | n | 11 |
| 23 | n | | n | | n | n | n | n | n |
| 24 | n | | n | | n | n | n | n | n |
| 25 | n | | n | | K3 | | n | n | n |
| 26 | n | | n | | n | | n | n | n |
| 27 | n | | n | | n | | n | n | n |
| 28 | n | | n | | n | | n | n | n |
| 29 | n | | n | | I1 | n | n | n | n |
| 30 | n | | I1 | | n | n | n | n | n |
| 31 | n | | n | | n | n | n | n | n |
| 32 | n | | n | | n | n | n + | n | n |
| 33 | n | | n | | n | n | n + | n | n |
| 34 | n | | n | | n | n | n | n | n |
| 35 | n | | n | | n | n | n + | n | n |
| 36 | n | | n | | n | n | n | n | n |
| 37 | I1 + | n | n | | n | n | n + | n | K3 |
| 38 | n | | n | | n | n | n + | n | n |
| 39 | n | | n | | n | n | n | n | n |
| 40 | n | | n | | n | n | I1 + | n | n |
| 41 | n | | n | | n | n | n + | n | n |
| 42 | n | | I1 | n | n | n | n | n | n |
| 43 | n | | n + | n | n | n | n + | n | N1 + |
| 44 | n | | n | | n + | n | n + | n | n + |
| 45 | n | | n + | n | n | n | n | n + | n + |
| 46 | n | | n | | n + | n | n | n + | n + |
| 47 | I1 | n | n | | n + | n | n | n + | n + |
| 48 | n | | n | | n | n | n | n + | n + |
| 49 | n | | n | | n | n | n + | n + | n + |

Tecknens betydelse: + enkel skrufbroms, ++ dubbel skrufbroms, □ enkel skrufbroms och bromskur, □ slopad, S bromssits inflyttad och vagnemärkt "Sverige", c beslag för truppböckar, h hästgrindar.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| N° | Hundratal. | | | | | | | | | |
|----|------------|--|-----|----|-----|----|-------|-----|-----|----|
| | 110 | | 111 | | 112 | | 113 | | 114 | |
| 50 | I1 | | I4 | | | | I1+ | 11 | N1+ | 11 |
| 51 | " | | " | | | | G4 | h 9 | " + | " |
| 52 | K3 | | " | | | | I1 | 11 | " + | " |
| 53 | " | | " | | | | G4 | h 9 | " + | " |
| 54 | I1 | | " | | | | I1+ | 11 | " + | " |
| 55 | " | | " | | | I1 | 11 | " + | " | |
| 56 | " | | " | | " | | G4 | h 9 | " | " |
| 57 | " | | " | | " | | " | h " | " | " |
| 58 | " | | " | | " | | " | h " | " | " |
| 59 | " | | " | | " | | " | h " | " | " |
| 60 | " | | " | | " | | " | h " | " | " |
| 61 | " | | " | | " | | " | | " | " |
| 62 | " | | " | | " | | I1 | 11 | " | " |
| 63 | " | | I1 | 11 | " | | " + | " | " | " |
| 64 | " | | I4 | | " | | G4+ | c 9 | " | " |
| 65 | " | | " | | " | | N1+ | 11 | " | " |
| 66 | G4 | | " | | I4 | | I1+ | " | " + | " |
| 67 | " | | K3 | | I1 | " | G4+ | c 9 | " + | " |
| 68 | " | | " | | " | | " + c | " | " + | " |
| 69 | " | | " | | K3 | | J1 | 11 | " + | " |
| 70 | " | | " | | " | | G4 | | " + | " |
| 71 | " | | " | | " | | " + | 9 | " + | " |
| 72 | " | | " | | " | | I1+ | 11 | " + | " |
| 73 | " | | " | | " | | " + S | " | " + | " |
| 74 | " | | G4 | | " | | " + | " | " + | " |
| 75 | " | | " | | " | | " | " | " + | " |
| 76 | " | | " | | " | | " + | " | " + | " |
| 77 | " | | " | | I1 | " | G4 | 9 | " + | " |
| 78 | " | | " | | " | | I1+ | 11 | " + | " |
| 79 | " | | " | | " | | " + | " | " + | " |
| 80 | " | | " | | I4 | | " + | " | " + | " |
| 81 | K3 | | " | | I1 | " | " + | " | " + | " |
| 82 | " | | " | | " | | " + | " | " + | " |
| 83 | " | | " | | " | | " + | " | " + | " |
| 84 | " | | " | | " | | N1 | " | I4 | |
| 85 | " | | " | | " + | " | " | " | I1 | " |
| 86 | " | | I1 | | " | | " | " | " | " |
| 87 | " | | " | | " | | " | " | " | " |
| 88 | " | | " | | " | | " | " | " | " |
| 89 | " | | K3 | | " | | " | " | I4 | |
| 90 | " | | " | | N1 | " | " | " | I1 | " |
| 91 | " | | " | | " | | " | " | " | " |
| 92 | " | | " | | " | | " | " | " | " |
| 93 | " | | " | | " | | " | " | " | " |
| 94 | " | | " | | " | | " | " | " | " |
| 95 | " | | " | | " + | " | " | " | " | " |
| 96 | " | | K1 | " | " | | " | " | " | " |
| 97 | " | | I1 | " | " | | " | " | " + | " |
| 98 | " | | I1 | " | " | | " | " | " + | " |
| 99 | " | | " | " | " | | " | " | " + | " |

| Nr | H u n d r a t a l. | | | | | | | | | |
|----|--------------------|-----|------|----|----------|----|------|----|------|----|
| | 115 | | 116 | | 117 | | 118 | | 119 | |
| 00 | I1 + | 11 | N1 + | 11 | I1 | 11 | I1 | 11 | K1 | 11 |
| 01 | » + | n | » | » | » | » | » | » | » | » |
| 02 | » + | n | » + | n | » | » | » | » | » | » |
| 03 | » + | n | » | » | » | » | » | » | » | » |
| 04 | n | n | » + | » | » | » | » | » | » | » |
| 05 | n | n | » + | » | » | » | N1 + | » | » | » |
| 06 | n | n | » + | » | » | » | » + | » | » | » |
| 07 | n | n | » + | » | » | » | » + | » | n | n |
| 08 | n | n | » | » | » | » | » + | » | n | n |
| 09 | n | n | » + | » | » | » | » | » | n | n |
| 10 | n | n | » + | » | » | » | n | » | n | n |
| 11 | n | n | I1 | » | » | » | n | n | n | n |
| 12 | n | n | » | » | » | » | n | n | n | n |
| 13 | n | n | » | » | » | » | n | n | n | n |
| 14 | n | » | N1 | » | » | » | n | n | n | n |
| 15 | n | n | » + | » | » | » | n | n | n | n |
| 16 | n | n | » + | » | » | » | n | n | n | n |
| 17 | n | n | » + | » | » | » | n | n | n | n |
| 18 | n | n | » | » | » | » | n | n | n | n |
| 19 | n | n | » | » | » | » | n | n | n | n |
| 20 | K3 | | n | n | n | n | n | n | n | n |
| 21 | n | | n | n | n | n | n | n | n | n |
| 22 | n | | n | n | n | n | n | n | n | n |
| 23 | n | | I1 + | n | n + | n | n | n | n | n |
| 24 | G4 | 9 | N1 | n | n + | n | n | n | n | n |
| 25 | I1 + | 11 | n | » | » + | » | K1 + | n | N1 + | n |
| 26 | » + | n | n | n | » + | n | » + | n | n + | n |
| 27 | » + | n | n | n | » + | n | » + | n | n + | n |
| 28 | N1 | n | n | » | » + | n | n + | n | n + | n |
| 29 | K3 | | n | n | n + | n | n | n | n + | n |
| 30 | n | | n | » | » + | n | » + | » | n + | n |
| 31 | n | | n | » | » + | n | » + | n | n + | n |
| 32 | n | | n | » | » + | n | » + | n | n + | n |
| 33 | n | | n | » | » + | n | » + | n | n + | n |
| 34 | n | | n + | n | » + | n | » + | n | n + | n |
| 35 | I1 + | n | n | » | G2 + c 9 | n | n + | n | n | n |
| 36 | » + | n | n + | n | n + c n | n | n + | n | n | n |
| 37 | » + | n | n + | n | n + c n | n | n + | n | n | n |
| 38 | » + | n | K3 | n | n c n | n | n + | n | n | n |
| 39 | G4 | c 9 | n | n | n c n | n | n + | n | n | n |
| 40 | n | n | n | » | » h n | n | n + | n | n | n |
| 41 | I1 + | 11 | n | n | n c n | n | n | n | n | n |
| 42 | » + | n | n | n | n h n | n | n | n | n | n |
| 43 | » + | n | I1 + | » | n h n | n | n | n | n | n |
| 44 | n | n | O2 | 8 | n h n | n | n | n | n | n |
| 45 | n | n | K3 | | n h n | n | n | n | n | n |
| 46 | n | n | n | | n h n | n | n | n | n | n |
| 47 | G4 | h 9 | n | | n c n | n | n | n | n | n |
| 48 | n | h n | n | | n c n | n | n | n | n | n |
| 49 | n | | n | | n c n | n | n | n | n | n |

Tecknens betydelse: + enkel skrufbroms, □ sloopad, c beslag för truppbenkar, h hästgrindar.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| M | H u n d r a t a l. | | | | | | | |
|----|--------------------|--|----------|--|--------|--|-------|--------|
| | 115 | | 116 | | 117 | | 118 | |
| 50 | G4 | | K3 | | G2 h 9 | | K1 11 | N1 11 |
| 51 | " h 9 | | " | | " c " | | " | " |
| 52 | " h " | | " | | " h " | | " | " |
| 53 | " | | " | | " c " | | " | " |
| 54 | I1 11 | | " | | I1 11 | | " | " |
| 55 | " " | | I1 | | " + " | | " | " |
| 56 | " " | | " | | " + " | | " | " |
| 57 | " " | | " | | " + " | | " | " |
| 58 | G4 | | " | | " + " | | " | " |
| 59 | I1 11 | | G2 + c 9 | | " + " | | " | " |
| 60 | " " | | N1 + 11 | | " " | | " | " |
| 61 | " " | | G2 + c 9 | | " " | | " | " |
| 62 | " " | | " + c " | | " " | | " | " |
| 63 | " " | | " + c " | | " " | | " | " |
| 64 | " " | | " + c " | | " " | | " | " |
| 65 | " " | | I1 + 11 | | " " | | " | " |
| 66 | G4 h 9 | | G2 + c 9 | | " + " | | " | " |
| 67 | " h " | | " + c " | | " " | | " | " |
| 68 | I1 11 | | N1 + 11 | | " " | | " | " |
| 69 | " " | | G2 c 9 | | " " | | " | " |
| 70 | G4 h 9 | | " h " | | " " | | " | " |
| 71 | " h " | | " c " | | " " | | " | " |
| 72 | I1 11 | | " c " | | " " | | " | " |
| 73 | G4 h 9 | | " c " | | " " | | " | " |
| 74 | " h " | | " c " | | " " | | " | " |
| 75 | " h " | | " c " | | " + " | | " | " |
| 76 | " h " | | " c " | | " " | | " | " |
| 77 | " h " | | " c " | | " " | | " | " |
| 78 | " h " | | " c " | | " " | | " | " |
| 79 | " h " | | " c " | | " " | | " | " |
| 80 | " | | " c " | | " " | | " | " |
| 81 | " h " | | " c " | | " " | | " | " |
| 82 | " | | " c " | | " " | | " | " |
| 83 | I1 11 | | " c " | | " " | | " | " |
| 84 | N1 + " | | " c " | | " " | | " | " |
| 85 | " " | | I1 11 | | " + " | | " | I1 + " |
| 86 | " " | | " " | | " + " | | " | " + " |
| 87 | " " | | " " | | " + " | | " | " + " |
| 88 | " " | | " " | | " " | | " | " + " |
| 89 | " " | | " " | | " " | | " | " + " |
| 90 | " " | | " " | | " " | | " | " + " |
| 91 | " " | | " " | | " " | | " | " + " |
| 92 | " " | | " " | | " " | | " | " |
| 93 | " + " | | " " | | " " | | " | " + " |
| 94 | " " | | " " | | " " | | " | " + " |
| 95 | " " | | " " | | " " | | " | " + " |
| 96 | " " | | " " | | " " | | " | " + " |
| 97 | " " | | " " | | " " | | " | " + " |
| 98 | " " | | " " | | " " | | " | " + " |
| 99 | " " | | " " | | " " | | " | " + " |

| N | Hundratal. | | | | | | | | | |
|----|------------|----|-----|----|------|-----|------|-----|------|-----|
| | 120 | | 121 | | 122 | | 123 | | 124 | |
| 09 | N1 | 11 | NN1 | 12 | K2 | 12 | M1+W | 25 | M1+W | 25 |
| 01 | n | n | n | n | n | n | n+W | " | n+W | " |
| 02 | n | n | n | n | n | n | n+W | " | n+W | " |
| 03 | n | n | n | n | n | n | n+W | " | n+W | " |
| 04 | n | n | n | n | n | n | n+W | " | n+W | " |
| 05 | n | n | n | n | n | n | n+W | " | n+W | " |
| 06 | n | n | n | n | n | n | n+W | " | n+W | " |
| 07 | n | n | n | n | n | n | n+W | " | n+W | " |
| 08 | n | n | n | n | n | n | n+W | " | n+W | " |
| 09 | n | n | n | n | n | n | n+W | " | n+W | " |
| 10 | n | n | n | n | n | n | n+W | " | n+W | " |
| 11 | n | n | n | n | n | n | n+W | " | n+W | " |
| 12 | n | n | n | n | n | n | n+W | " | n+W | " |
| 13 | n | o | n | n | n | n | n+W | " | n+W | " |
| 14 | n | n | n | n | M1+W | 25 | n+W | " | n+W | " |
| 15 | n | n | n | n | n+W | n | n+W | " | n+W | " |
| 16 | n | n | n | n | n+W | n | n+W | " | n+W | " |
| 17 | n | n | n | n | n+W | n | n+W | " | n+W | " |
| 18 | n | n | n | n | n+W | n | n+W | " | n+W | " |
| 19 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 20 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 21 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 22 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 23 | n | ■ | o | n | n+W | n | n+W | " | n+W | " |
| 24 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 25 | n | ■ | o | n | n+W | n | n+W | " | n+W | " |
| 26 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 27 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 28 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 29 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 30 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 31 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 32 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 33 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 34 | n | ■ | n | I2 | n | n+W | n | n+W | n | n+W |
| 35 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 36 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 37 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 38 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 39 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 40 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 41 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 42 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 43 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 44 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 45 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 46 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 47 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 48 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |
| 49 | n | ■ | n | n | n+W | n | n+W | " | n+W | " |

Tecknens betydelse: + enkel skrufbroma, ■ enkel skrufbroms och bromskur, W Westinghousebroms, □ sloopad.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| N | Hundratal. | | | | | | | | |
|----|------------|----|-----|------|---------------------------------|-------|-----|-------|-----|
| | 120 | | 121 | | 122 | | 123 | | 124 |
| 50 | N1 | 11 | | I2 | 12 | M1 +W | 25 | M1 +W | 25 |
| 51 | " | " | | " | " | " +W | " | " +W | " |
| 52 | " | " | | " | " | " +W | " | " +W | " |
| 53 | " | " | | " | " | " +W | " | " +W | " |
| 54 | " | " | | " | " | " +W | " | " +W | " |
| 55 | " | " | | " | " | " +W | " | " +W | " |
| 56 | " | " | | " | " | " +W | " | " +W | " |
| 57 | " | " | | " | " | " +W | " | " +W | " |
| 58 | " | " | | " | " | " +W | " | " +W | " |
| 59 | " | " | | " | " | " +W | " | " +W | " |
| 60 | " | " | | " | " | " +W | " | " +W | " |
| 61 | " | " | | " *) | {V Distrikts: s inspekionsvagn. | " +W | " | " +W | " |
| 62 | " | " | | " | " | " +W | " | " +W | " |
| 63 | " | " | | " | 12 | " +W | " | " +W | " |
| 64 | " | " | | " + | " | " +W | " | " +W | " |
| 65 | " | " | | " + | " | " +W | " | " +W | " |
| 66 | " | " | | " + | " | " +W | " | " +W | " |
| 67 | " | " | | " | " | " +W | " | " +W | " |
| 68 | " | " | | " | " | " +W | " | " +W | " |
| 69 | " | " | | " | " | " +W | " | " +W | " |
| 70 | " | " | | " | " | " +W | " | " +W | " |
| 71 | " | " | | " | " | " +W | " | " +W | " |
| 72 | " | " | | " + | " | " +W | " | " +W | " |
| 73 | " | " | | " + | " | " +W | " | " +W | " |
| 74 | " | " | | " | " | " +W | " | " +W | " |
| 75 | " | " | | " | " | " +W | " | " +W | " |
| 76 | NN1 | 12 | | " + | " | " +W | " | " +W | " |
| 77 | " | " | | " + | " | " +W | " | " +W | " |
| 78 | " | " | | " | " | " +W | " | " +W | " |
| 79 | " | " | | " | " | " +W | " | " +W | " |
| 80 | " | " | | " | " | " +W | " | " +W | " |
| 81 | " | " | | " + | " | " +W | " | " +W | " |
| 82 | " | " | | " | " | " +W | " | " +W | " |
| 83 | " | " | | " | " | " +W | " | " +W | " |
| 84 | " | " | | " | " | " +W | " | " +W | " |
| 85 | " | " | | " | " | " +W | " | " +W | " |
| 86 | " | " | | " | " | " +W | " | " +W | " |
| 87 | " | " | | " | " | " +W | " | " +W | " |
| 88 | " | " | | " | " | " +W | " | " +W | " |
| 89 | " | " | | " | " | " +W | " | " +W | " |
| 90 | " | " | | " | " | " +W | " | " +W | " |
| 91 | " | " | | " | " | " +W | " | " +W | " |
| 92 | " | " | | " | " | " +W | " | " +W | " |
| 93 | " | " | | " | " | " +W | " | " +W | " |
| 94 | " | " | | K2 | " | " +W | " | " +W | " |
| 95 | " | " | | " | " | " +W | " | " +W | " |
| 96 | " | " | | " | " | " +W | " | " +W | " |
| 97 | " | " | | " | " | " +W | " | " +W | " |
| 98 | " | " | | " | " | " +W | " | " +W | " |
| 99 | " | " | | " | " | " +W | " | " +W | " |

*) Öfverbyggd och inredd med sängplatser, kamin och toalett m. m.

| M | Hundratal | | | | | | | | | | 129 | | |
|----|-----------|----|-----|----|-----|--|-----|----|-----|------|-----|------|----|
| | 125 | | 126 | | 127 | | 128 | | 129 | | | | |
| 00 | M1+W | 25 | | N1 | 11 | | N1 | 11 | | N1 | 11 | M1+I | 25 |
| 01 | " +W | " | | " | " | | " | " | | " | " | " +I | " |
| 02 | " +W | " | | " | " | | " | " | | M1+N | 25 | " +W | " |
| 03 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 04 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 05 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 06 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 07 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 08 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 09 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 10 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 11 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 12 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 13 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 14 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 15 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 16 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 17 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 18 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 19 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 20 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 21 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 22 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 23 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 24 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 25 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 26 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 27 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 28 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 29 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 30 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 31 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 32 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 33 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 34 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 35 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 36 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 37 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 38 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 39 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 40 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 41 | " +W | " | | " | " | | " | " | | " +N | " | " +W | " |
| 42 | " +W | " | | " | " | | " | " | | +I | " | " +W | " |
| 43 | " +W | " | | " | " | | " | " | | +I | " | " +I | " |
| 44 | " +W | " | | " | " | | " | " | | +I | " | " +I | " |
| 45 | " +W | " | | " | " | | " | " | | +I | " | " +I | " |
| 46 | " +W | " | | " | " | | " | " | | +I | " | " +I | " |
| 47 | " +W | " | | " | " | | " | " | | +I | " | " +I | " |
| 48 | " +W | " | | " | " | | " | " | | +I | " | " +I | " |
| 49 | " +W | " | | " | " | | " | " | | +I | " | " +I | " |

Tecknens betydelse: + enkel skrufbroms, W Westinghousebroms, N Newyorkbroms, | rörelödning för tryckluftbroms,
 ┌─── enkel skrufbroms och bromskur, ─── slöpad.
 Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| # | Hundratal. | | | | | | | | | |
|----|------------|----|-----|----|-----|----|-----|----|-----|----|
| | 125 | | 126 | | 127 | | 128 | | 129 | |
| 50 | M1+W | 25 | N1 | 11 | N1 | 11 | M1+ | 25 | M1+\| | 25 |
| 51 | " +W | " | " | " | " | " | " +\| | " | " +\| | " |
| 52 | " +W | " | " | " | " | " | " +\| | " | N1 | 11 |
| 53 | " +W | " | " | " | " | " | " +\| | " | " | " |
| 54 | " +W | " | " | " | " | " | " +\| | " | " | " |
| 55 | " +W | " | " | " | " | " | " +\| | " | " | " |
| 56 | " +W | " | " | " | " | " | " +\| | " | " | " |
| 57 | " +W | " | " | " | " | " | " +\| | " | " | " |
| 58 | " +W | " | " | " | " | " | " +\| | " | " | " |
| 59 | " +W | " | " | " | " | " | " +\| | " | " | " |
| 60 | " +W | " | " | " | " | " | " +\| | " | " | " |
| 61 | " +W | " | " | " | " | " | " +\| | " | " | " |
| 62 | " +W | " | " | " | " | " | " +\| | " | " | " |
| 63 | " +W | " | " | " | " | " | " +\| | " | " | " |
| 64 | " +W | " | " | " | " | " | " +\| | " | " | " |
| 65 | " +W | " | " | " | " | " | " +\| | " | " | " |
| 66 | " +W | " | " | " | " | " | " +\| | " | " | " |
| 67 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 68 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 69 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 70 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 71 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 72 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 73 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 74 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 75 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 76 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 77 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 78 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 79 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 80 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 81 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 82 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 83 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 84 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 85 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 86 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 87 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 88 | " +W | " | " | " | " | " | " +\| | " | D | " |
| 89 | Q2 | " | " | " | " | " | " +\| | " | D | " |
| 90 | N1 | 11 | " | " | " | " | " +\| | " | D | " |
| 91 | " | " | " | " | " | " | " +\| | " | D | " |
| 92 | " | " | " | " | " | " | " +\| | " | D | " |
| 93 | " | " | " | " | " | " | " +\| | " | D | " |
| 94 | " | " | " | " | " | " | " +\| | " | D | " |
| 95 | " | " | " | " | " | " | " +\| | " | D | " |
| 96 | " | " | " | " | " | " | " +\| | " | D | " |
| 97 | " | " | " | " | " | " | " +\| | " | D | " |
| 98 | " | " | " | " | " | " | " +\| | " | D | " |
| 99 | " | " | " | " | " | " | " +\| | " | D | " |

| Nr | Hundratal. | | | | | | | | | | Tillhör: | |
|----|------------|-----|-------|----|-----|-----|----------|----------|--------|-----|----------|-----------------|
| | 130 | | 131 | | 132 | | 133 | | 134 | | | |
| 00 | G1+ | b c | 8 | G1 | b c | 9 | G1+ | b c | 8 | G1 | b c | 9 |
| 01 | G1f+ | | " | " | b c | " | G1f+V | | " | " | b c | " |
| 02 | G1+ | b c | " | " | b c | " | G1+V/b c | " | " | " | b c | " |
| 03 | " | + | b c | " | " | b c | " | G1f+ | " | " | b c | " |
| 04 | " | + | b c | " | " | b c | " | G1+V/b c | " | " | b c | " |
| 05 | " | + | b c | " | " | b c | " | " | + | b c | " | " |
| 06 | " | + | b c | " | " | b c | " | " | +V/b c | " | b c | " |
| 07 | G1f+ | | " | " | b c | " | " | +V/b c | " | " | b c | " |
| 08 | G1+ | b c | " | " | b c | " | " | + b c | " | " | b c | " |
| 09 | " | + | b c | " | " | b c | " | " | + b c | " | " | G4 |
| 10 | " | + | b c | " | " | b c | " | " | +V/b c | " | " | I1 |
| 11 | " | + | b c | " | " | b c | " | " | + b c | " | " | G4 |
| 12 | " | + | b c | " | " | b c | " | " | + b c | " | " | " |
| 13 | " | + | b c | " | " | b c | " | G1f+V | " | " | b c | " |
| 14 | " | + | b c | " | " | b c | " | G1+ | b c | " | " | " |
| 15 | " | + | b c | " | " | b c | " | " | + b c | " | " | " |
| 16 | " | + | b c | " | " | b c | " | " | + b c | " | " | I1 |
| 17 | " | + | b c | " | " | b c | " | " | +V/b c | " | " | G4 |
| 18 | G1f+ | | " | " | b c | " | " | + b c | " | " | b c | " |
| 19 | G1+ | b c | " | " | b c | " | " | +V/b c | " | " | b c | " |
| 20 | " | + | V/b c | " | " | b c | " | " | b c | 9 | H1+ | k 6.5 |
| 21 | " | + | V/b c | " | " | b c | " | " | b c | " | " | " |
| 22 | G1f+V | | " | " | b c | " | " | b c | " | " | " | " |
| 23 | G1+ | b c | " | " | b c | " | " | b c | " | " | " | " |
| 24 | " | + | V/b c | " | " | b c | " | " | b c | " | I1+ | 11 |
| 25 | " | + | b c | " | " | b c | " | " | b c | " | G4 | +X 5 |
| 26 | " | + | b c | " | " | b c | " | " | b c | " | " | +X " |
| 27 | " | + | b c | " | " | b c | " | " | b c | " | " | +X " |
| 28 | " | + | b c | " | " | b c | " | " | b c | " | " | +X " |
| 29 | " | + | V/b c | " | " | b c | " | " | b c | " | Tillhör: | +V 9 f. d. GHB. |
| 30 | " | + | b c | " | " | b c | " | " | b c | " | G1 | 9 f. d. MBJ. |
| 31 | " | + | b c | " | " | b c | " | " | b c | " | " | +V " |
| 32 | G1f+V | | " | " | b c | " | " | b c | " | " | " | +V " |
| 33 | " | + | " | " | b c | " | " | b c | " | " | " | + " |
| 34 | G1+V/b c | | " | " | b c | " | " | b c | " | " | " | + " |
| 35 | G1f+ | | " | " | b c | " | " | b c | " | " | " | + " |
| 36 | " | + | V | " | b c | " | " | b c | " | " | " | + " |
| 37 | G1+V/b c | | " | " | b c | " | " | b c | " | " | " | + " |
| 38 | " | + | b c | " | " | b c | " | " | b c | " | " | + " |
| 39 | " | + | b c | " | " | b c | " | " | b c | " | " | + " |
| 40 | " | + | b c | " | " | b c | " | " | b c | " | " | + " |
| 41 | G1f+ | | " | " | b c | " | " | b c | " | " | " | + " |
| 42 | " | + | V | " | b c | " | " | b c | " | " | " | + " |
| 43 | G1+V/b c | | " | " | b c | " | " | b c | " | " | " | + " |
| 44 | " | + | V/b c | " | b c | " | " | b c | " | " | " | + " |
| 45 | G1f+V | | " | " | b c | " | " | b c | " | " | " | + " |
| 46 | G1+ | b c | " | " | b c | " | " | b c | " | " | " | + " |
| 47 | " | + | b c | " | " | b c | " | " | b c | " | " | + " |
| 48 | " | + | b c | " | " | b c | " | " | b c | " | " | + " |
| 49 | " | + | b c | " | " | b c | " | " | b c | " | " | + " |

Tecknens betydelse: + enkel skrubfbroms, X vakuumbroms, V vakuurmör, b utrustad med bommar för hästtransport, c beslag för truppböckar, h hästgrindar, k inredd för köttransport, å försedd med ångpanna för tågvärming, □ slöpad.

Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| Nr | Hundratal. | | | | | | | | | | |
|----|------------|---|-----|--------|-----|--|--------|------------|--------------|--------------|--------------|
| | 130 | | 131 | | 132 | | 133 | Tillhörta: | 134 | Tillhörta: | |
| 50 | G1+✓b c | 8 | | G1 b c | 9 | | G1 b c | 9 | | G4 + | 9 f. d. GHB. |
| 51 | " + b c | " | | " b c | " | | " b c | " | | " + | " " |
| 52 | " + b c | " | | " b c | " | | " b c | " | | " + | " " |
| 53 | " + b c | " | | " b c | " | | " b c | " | | " + | " " |
| 54 | " + b c | " | | " b c | " | | " b c | " | | " + | " " |
| 55 | G1f+✓ | " | | " b c | " | | " b c | " | | " + | " " |
| 56 | G1+✓b c | " | | " b c | " | | " b c | " | | " + | " " |
| 57 | " + b c | " | | " b c | " | | " b c | " | | " + | " " |
| 58 | G1f+✓ | " | | " b c | " | | " b c | " | | " + | " " |
| 59 | G1+ b c | " | | " b c | " | | " b c | " | G2 + | 9 f. d. LEJ. | |
| 60 | " +✓b c | " | | " b c | " | | " b c | " | I1 + | 11 " | |
| 61 | G1f | | | " b c | " | | " b c | " | G2 + | 9 " | |
| 62 | G1+✓b c | " | | " b c | " | | " b c | " | G4 + | " f. d. SHJ. | |
| 63 | " +✓b c | " | | " b c | " | | " b c | " | | " + | " f. d. MHJ. |
| 64 | " +✓b c | " | | " b c | " | | " b c | " | " + h | " " | |
| 65 | G1f+✓ | " | | " b c | " | | " b c | " | " + h | " " | |
| 66 | G1+✓b c | " | | " b c | " | | " b c | " | " + h | " " | |
| 67 | " + b c | " | | " b c | " | | " b c | " | " + | " " | |
| 68 | " + b c | " | | " b c | " | | " b c | " | " f. d. MHJ. | " + | |
| 69 | " + b c | " | | " b c | " | | " b c | " | " + | " f. d. SHJ. | |
| 70 | " b c | 9 | | H1 + k | 6.5 | | " b c | " | " | " + | " " |
| 71 | " b c | " | | " + k | " | | " b c | " | " | " + | " " |
| 72 | " b c | " | | " + k | " | | " b c | " | " + | " + | " " |
| 73 | " b c | " | | " + k | " | | " b c | " | " + | " + | " " |
| 74 | " b c | " | | " + k | " | | " b c | " | " + | " + | " f. d. MBJ. |
| 75 | " b c | " | | " + k | " | | " b c | " | " + | " + | " " |
| 76 | " b c | " | | " + k | " | | " b c | " | " + | " + | " " |
| 77 | " b c | " | | " + k | " | | " b c | " | " + | " + | " " |
| 78 | " b c | " | | " + k | " | | " b c | " | " | " | " " |
| 79 | " b c | " | | " + k | " | | " b c | " | " | " h | " " |
| 80 | " b c | " | | " + k | " | | " b c | " | " | c | " " |
| 81 | " b c | " | | " + k | " | | " b c | " | " | c | " " |
| 82 | " b c | " | | " + k | " | | " b c | " | " | h | " " |
| 83 | " b c | " | | " + k | " | | " b c | " | " | h | " " |
| 84 | " b c | " | | " + k | " | | " b c | " | " | " | " " |
| 85 | " b c | " | | " + k | " | | " b c | " | I1 | 11 " | " " |
| 86 | " b c | " | | " + k | " | | " b c | " | G4 | 9 " | " " |
| 87 | " b c | " | | " + k | " | | " b c | " | " | " | " " |
| 88 | " b c | " | | " + k | " | | " b c | " | " | " | " " |
| 89 | " b c | " | | " + k | " | | " b c | " | " | " | " " |
| 90 | " b c | " | | " + k | " | | " b c | " | " | " | " " |
| 91 | " b c | " | | " + k | " | | " b c | " | I1 | 11 " | " " |
| 92 | " b c | " | | " + k | " | | " b c | " | G2 | 9 f. d. LEJ. | " " |
| 93 | " b c | " | | " + k | " | | " b c | " | " | " | " " |
| 94 | " b c | " | | " + k | " | | " b c | " | I1 | 11 " | " " |
| 95 | " b c | " | | " + k | " | | " b c | " | G2 | c 9 " | " f. d. SHJ. |
| 96 | " b c | " | | " + k | " | | " b c | " | I1 | 11 " | " " |
| 97 | " b c | " | | " + k | " | | " b c | " | " | " | " " |
| 98 | " b c | " | | " + k | " | | " b c | " | G4 | h 9 " | " " |
| 99 | " b c | " | | " + k | " | | " b c | " | I1 | 11 " | " f. d. MHJ. |

| N° | Hundratal. | | | | | | | | | | |
|----|------------|----------------|--------------|---------|---------|-------------|-------------|---------|---------|--------|--|
| | 135 | Tillhört: | 136 | | 137 | | 138 | | 139 | | |
| 00 | G4 | 9 f. d. MHJ. | G1 | b c 9 | G1 | b c 9 | R1 | 10 | G3 | b c 15 | |
| 01 | " | " " | " b c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 02 | " | h " f. d. GHB. | " b c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 03 | " | h " " | *) " c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 04 | " | h " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 05 | " | h " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 06 | " | h " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 07 | " | h " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 08 | " | h " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 09 | " | h " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 10 | " | h " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 11 | " | h " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 12 | " | h " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 13 | " | h " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 14 | " | h " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 15 | " | h " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 16 | " | h " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 17 | " | " " | *) " c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 18 | " | " " | *) " c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 19 | " | " " | *) " c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 20 | " | " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 21 | " | " " | *) " c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 22 | " | " " | *) " V c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 23 | " | " " | " b c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 24 | " | " " | " b c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 25 | " | " " | " b c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 26 | " | " " | " b c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 27 | " | " " | " b c " | " b c " | " b c " | " b c " | " | " | " b c " | " | |
| 28 | " | " " | " b c " | " b c " | " b c " | " b c " | G3 + b c 14 | " b c " | " b c " | " | |
| 29 | " | " " | " b c " | " b c " | " b c " | " b c " | + b c " | " b c " | " b c " | " | |
| 30 | " | " " | " b c " | " b c " | " b c " | " b c " | " + b c " | " b c " | " b c " | " | |
| 31 | " | " " | " b c " | " b c " | " b c " | " b c " | " + b c " | " b c " | " b c " | " | |
| 32 | " | å×+ | 5 " | " b c " | " b c " | " b c " | " + b c " | " b c " | " b c " | " | |
| 33 | " | ×+ | 9 " | " b c " | " b c " | " b c " | " + b c " | " b c " | " b c " | " | |
| 34 | " | + | 9 " | " b c " | " b c " | " b c " | " + b c " | " b c " | " b c " | " | |
| 35 | " | å×+ | 5 f. d. SHJ. | " b c " | " b c " | " b c " | " + b c " | " b c " | " b c " | " | |
| 36 | " | å + | " " | " b c " | " b c " | " b c " | " + b c " | " b c " | " b c " | " | |
| 37 | " | å + | " " | " b c " | " b c " | " b c " | " + b c " | " b c " | " b c " | " | |
| 38 | " | V + | 9 " | " b c " | " b c " | " V + b c 8 | " + b c " | " b c " | " b c " | " | |
| 39 | " | + | " f. d. MBJ. | " b c " | " b c " | " V + b c " | " + b c " | " b c " | " b c " | " | |
| 40 | " | å + | 5 " | " b c " | " b c " | " + å V 2 | " + b c " | " b c " | " b c " | " | |
| 41 | " | å + | " " | " b c " | " b c " | " + å V " | " + b c " | " b c " | " b c " | " | |
| 42 | H3 | | " | " b c " | " b c " | " + å V " | " + b c " | " b c " | " b c " | " | |
| 43 | G4 | | 9 f. d. SHJ. | " b c " | " b c " | " + å V " | " + b c " | " b c " | " b c " | " | |
| 44 | " | | " " | " b c " | " b c " | " + å V " | " + b c " | " b c " | " b c " | " | |
| 45 | H3 | | f. d. MHJ. | " b c " | " b c " | " + å V " | " + b c " | " b c " | " b c " | " | |
| 46 | " | | " | " b c " | " b c " | " + å V " | " + b c " | " b c " | " b c " | " | |
| 47 | " | | f. d. GHB. | " b c " | " b c " | " + å V " | " + b c " | " b c " | " b c " | " | |
| 48 | G1 | b c 9 | | " b c " | " b c " | " + å V " | " + b c " | " b c " | " b c " | " | |
| 49 | " | b c " | | " b c " | " b c " | " + å V " | " + b c " | " b c " | " b c " | " | |

Tecknens betydelse: + enkel skrubroms, ++ dubbel skrubroms, □ enkel skrubroms och bromskur, X vakuumbroms, V vakuumrör, b utrustad med bommar för hästtransport, c beslag för truppbänkar, h hästgrindar, k inredd för köttransport, å försedd med ångpanna för tågvärming.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| N° | H u n d r a t a l . | | | | | | | | | | | |
|----|---------------------|-------|-----|-----|-----|----|------|-------|-----|---------|-------|----|
| | 135 | | 136 | | 137 | | 138 | | 139 | | | |
| 50 | G1 | b c | 9 | G1 | b c | 9 | G1 | + å √ | 2 | G3 | # b c | 14 |
| 51 | " | b c | " | " | b c | " | " | + å √ | " | " | b c | " |
| 52 | " | b c | " | " | b c | " | " | + å | " | " | b c | " |
| 53 | " | b c | " | " | b c | " | " | + å √ | " | " | b c | " |
| 54 | " | b c | " | " | b c | " | " | + å √ | " | " | b c | " |
| 55 | " | b c | " | " | b c | " | " | + å | " | " | b c | " |
| 56 | " | b c | " | " | b c | " | " | + å | " | " | b c | " |
| 57 | " | b c | " | " | b c | " | " | + å | " | " | b c | " |
| 58 | " | + b c | 8 | " | b c | " | H1 | + k | 6.5 | " | + b c | " |
| 59 | G1f+ | " | " | " | b c | " | " | + k | " | " | b c | " |
| 60 | G1 + å | 2 | " | b c | " | " | + k | " | " | + b c | " | |
| 61 | " + å | " | " | b c | " | " | + k | " | " | + b c | " | |
| 62 | " + å | " | " | b c | " | " | + k | " | " | + b c | " | |
| 63 | " + å | " | " | b c | " | " | + k | " | " | + b c | " | |
| 64 | " + å | " | " | b c | " | " | + k | " | " | + b c | " | |
| 65 | " + å | " | " | b c | " | " | + k | " | " | + b c | " | |
| 66 | " + b c | 8 | " | b c | " | " | + k | " | " | + b c | " | |
| 67 | " + b c | " | " | b c | " | " | + k | " | " | + b c | " | |
| 68 | *) " + √ c | " | " | b c | " | " | + k | " | " | + b c | " | |
| 69 | *) " + √ c | " | " | b c | " | " | + k | " | " | + b c | " | |
| 70 | *) " + √ c | " | " | b c | " | " | + k | " | " | + b c | " | |
| 71 | *) " + √ c | " | " | b c | " | " | + k | " | " | + b c | " | |
| 72 | *) " + √ c | " | " | b c | " | " | + k | " | " | + b c | " | |
| 73 | *) " + √ c | " | " | b c | " | " | + k | " | " | + b c | " | |
| 74 | *) " + √ c | " | " | b c | " | " | + k | " | " | + b c | " | |
| 75 | *) " + √ c | " | " | b c | " | " | + k | " | " | + b c | " | |
| 76 | *) " + √ c | " | " | b c | " | " | + k | " | " | + b c | " | |
| 77 | *) " + √ c | " | " | b c | " | " | + k | " | " | + b c | " | |
| 78 | *) " √ c | 9 | " | b c | " | R1 | ■■■■ | 10 | " | + b c | " | |
| 79 | *) " √ c | " | " | b c | " | " | ■■■■ | " | " | + b c | " | |
| 80 | *) " √ c | " | " | b c | " | " | ■■■■ | " | " | + b c | " | |
| 81 | *) " c | " | " | b c | " | " | ■■■■ | " | " | + b c | " | |
| 82 | *) " √ c | " | " | b c | " | " | ■■■■ | " | " | + b c | " | |
| 83 | *) " c | " | " | b c | " | " | ■■■■ | " | " | + b c | " | |
| 84 | *) " √ c | " | " | b c | " | " | ■■■■ | " | " | + b c | " | |
| 85 | *) " √ c | " | " | b c | " | " | ■■■■ | " | " | + b c | " | |
| 86 | *) " √ c | " | " | b c | " | " | ■■■■ | " | " | + b c | " | |
| 87 | *) " √ c | " | " | b c | " | " | ■■■■ | " | " | + b c | " | |
| 88 | *) " √ c | " | " | b c | " | " | ■■■■ | " | " | + # b c | 14 | |
| 89 | *) " √ c | " | " | b c | " | " | ■■■■ | " | " | + # b c | " | |
| 90 | *) " c | " | " | b c | " | " | ■■■■ | " | " | + # b c | " | |
| 91 | *) " √ c | " | " | b c | " | " | ■■■■ | " | " | + # b c | " | |
| 92 | *) " √ c | " | " | b c | " | " | ■■■■ | " | " | + # b c | " | |
| 93 | *) " c | " | " | b c | " | " | ■■■■ | " | " | + # b c | " | |
| 94 | *) " c | " | " | b c | " | " | ■■■■ | " | " | + # b c | " | |
| 95 | *) " √ c | " | " | b c | " | " | ■■■■ | " | " | + # b c | " | |
| 96 | *) " √ c | " | " | b c | " | " | ■■■■ | " | " | + # b c | " | |
| 97 | *) " √ c | " | " | b c | " | " | ■■■■ | " | " | + # b c | " | |
| 98 | " b c | " | " | b c | " | " | " | " | " | + # b c | " | |
| 99 | " b c | " | " | b c | " | " | " | " | " | + # b c | " | |

*) Försedda med löstagbara värmeapparater, att användas vid persontransport.

| Nr | H u n d r a t a l . | | | | | | | | | |
|----|---------------------|---------------|-----|---------------|-----|---------------|------|---------------|-----|---------------|
| | 140 | Tillhörft: | 141 | Tillhörft: | 142 | Tillhörft: | 143 | Tillhörft: | 144 | Tillhörft: |
| 00 | I1 + | 11 f. d. LEJ. | I1 | 11 f. d. LEJ. | I1 | 11 f. d. MBJ. | I1 | 11 f. d. SHJ. | N1 | 11 f. d. SHJ. |
| 01 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 02 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 03 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 04 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 05 | n + | n n | n | n n | n | n n | n | n f. d. LEJ. | n | n n |
| 06 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 07 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 08 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 09 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 10 | n + | n f. d. MBJ. | n | n n | n | n n | n | n n | n | n n |
| 11 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 12 | n + | n n | n | n n | n | n n | n + | n n | n | n n |
| 13 | n + | n n | n | n n | n | n n | n + | n n | n | n n |
| 14 | n + | n n | n | n n | n | n n | n + | n n | n | n n |
| 15 | n + | n n | n | n n | n | n n | I4 | n n | n | n n |
| 16 | n + | n n | n | n n | n | n n | I1 + | n n | n | n n |
| 17 | n + | n n | n | n n | n | n n | I4 | n n | n | n n |
| 18 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 19 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 20 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 21 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 22 | n + | n n | n | n n | n | n n | I1 | n n | n | n n |
| 23 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 24 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 25 | n + | n n | n | n n | n | n n | K1 | 11 f. d. SHJ. | n | n n |
| 26 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 27 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 28 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 29 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 30 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 31 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 32 | n + | n n | n | n f. d. MBJ. | n | n n | n | n n | n | n n |
| 33 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 34 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 35 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 36 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 37 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 38 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 39 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 40 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 41 | n + | n n | n | n n | n | n n | n + | n n | n | n n |
| 42 | n + | n n | n | n n | n | n n | n + | n n | n | n n |
| 43 | n + | n n | n | n n | n | n n | n + | n n | n | n n |
| 44 | n + | n n | n | n n | n | n n | n + | n n | n | n n |
| 45 | n + | n n | n | n n | n | n f. d. SHJ. | N1 + | n f. d. MHJ. | n | n n |
| 46 | n + | n n | n | n n | n | n n | n + | n n | n | n n |
| 47 | n + | n n | n | n n | n | n n | n + | n n | n | n n |
| 48 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 49 | n + | n n | n | n n | n | n n | n | n n | n | n n |

Tecknens betydelse: + enkel skrufbroms, □ slopad.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| N° | Hundratal. | | | | | | | | | |
|----|------------|---------------|-----|---------------|-----|---------------|---------------------|---------------|-----|---------------|
| | 140 | Tillhörte: | 141 | Tillhörte: | 142 | Tillhörte: | 143 | Tillhörte: | 144 | Tillhörte: |
| 50 | I1 + | 11 f. d. MBJ. | I1 | 11 f. d. MBJ. | I1 | 11 f. d. SHJ. | N1 | 11 f. d. MHJ. | N1 | 11 f. d. SHJ. |
| 51 | n + | n n | n | n n | n | n n | n | n n | n | n n |
| 52 | n + | n f. d. SHJ. | n | n n | n | n n | n | n n | n + | n n |
| 53 | n + | n n | n | n n | n | n n | n | n n | n + | n n |
| 54 | n + | n n | n | n n | n | n n | n | n n | n + | n n |
| 55 | n + | n n | n | n n | n | n n | I1 | n f. d. SHJ. | n + | n n |
| 56 | n + | n n | n | n n | n | n n | n | n n | n + | n n |
| 57 | n + | n n | n | n n | n | n n | n | n n | n + | n n |
| 58 | n + | n n | n | n n | n | n n | n | n n | n + | n n |
| 59 | n + | n n | n | n n | n | n n | n | n n | n + | n n |
| 60 | n + | n n | n | n n | n | n n | n | n n | n + | n n |
| 61 | n + | n n | n | n n | n | n n | n + | n n | n + | n n |
| 62 | n + | n n | n | n n | n | n n | n + | n n | n + | n n |
| 63 | n + | n n | n | n n | n | n n | L3 | | n + | n n |
| 64 | n + | n n | n | n n | n | n n | I1 + | n n | n + | n n |
| 65 | n + | n n | n | n n | n | n n | n + | n n | n + | n f. d. MHJ. |
| 66 | n + | n n | n | n n | n | n n | n + | n n | n + | n n |
| 67 | n + | n n | n | n n | n | n n | n + | n n | n + | n n |
| 68 | n + | n n | n | n n | n | n n | n + | n n | n + | n n |
| 69 | n + | n n | n | n n | n | n n | n + | n n | n + | n n |
| 70 | n + | n n | n | n n | n | n n | n + | n n | n + | n n |
| 71 | n + | n n | n | n n | n | n n | n + | n n | n + | n n |
| 72 | n + | n n | n | n n | n | n n | n + | n n | n + | n n |
| 73 | n + | n n | n | n n | n | n n | n + | n n | n + | n n |
| 74 | n + | n n | n | n n | n | n n | L3 | | n + | n n |
| 75 | n + | n n | n | n n | n | n n | I1 | n f. d. MHJ. | n + | n n |
| 76 | n + | n n | n | n n | n | n n | n | n n | n + | n n |
| 77 | n + | n n | n | n n | n | n n | n | n n | n + | n n |
| 78 | n + | n n | n | n n | n | n n | n | n n | n + | n n |
| 79 | n + | n n | n | n n | n | n n | L3 | n n | n + | n n |
| 80 | n + | n n | n | n n | n | n n | I1 | n n | n + | n n |
| 81 | n + | n n | n | n n | n | n n | L3 | n n | n + | n n |
| 82 | n + | f. d. LEJ. | n | n n | n | n n | I1 | n n | n + | n n |
| 83 | n | n n | n | n n | n | n n | n | n n | n + | n n |
| 84 | n | n n | n | n n | n | n n | L3 | | n + | n n |
| 85 | n | n n | n | n n | n | n n | N0 + <i>Kalvsta</i> | 22 f. d. SHJ. | n | n n |
| 86 | n | n n | n | n n | n | n n | n + <i>Kalvsta</i> | | n | n n |
| 87 | n | n n | n | n n | n | n n | n + <i>Nässjö</i> | | n | n n |
| 88 | n | n n | n | n n | n | n n | n + <i>Kalberg</i> | | n | n n |
| 89 | n | n n | n | n n | n | n n | N1 | 11 f. d. LEJ. | n | n n |
| 90 | n | n n | n | n n | n | n n | n | n n | n | n n |
| 91 | n | n n | n | n n | n | n n | n | n n | n | n n |
| 92 | n | n n | n | n n | n | n n | n | n n | n | n n |
| 93 | n | n n | n | n n | n | n n | n | n n | n | n n |
| 94 | n | n n | n | n n | n | n n | n + | n n | n | n n |
| 95 | n | n n | n | n n | n | n n | n + | n f. d. SHJ. | n | n n |
| 96 | n | n n | n | n n | n | n n | n + | n n | n | n n |
| 97 | n | n n | n | n n | n | n n | n + | n n | n | n n |
| 98 | n | n n | n | n n | n | n n | n + | n n | n | n n |
| 99 | n | | n | n n | n | n n | n + | n n | n | n n |

| Nr | Hundratal. | | | | | | | | | |
|----|------------|---------------|-----|----|-----|----|-------|----|-----|----|
| | 145 | Tillhör: | 146 | | 147 | | 148 | | 149 | |
| 00 | N1 | 11 f. d. MHJ. | N1 | 11 | N1 | 11 | M1 +W | 25 | N1 | 11 |
| 01 | " | " " | " | " | " | " | " +W | " | " | " |
| 02 | " | " " | " | " | " | " | " +W | " | " | " |
| 03 | " | " " | " | " | " | " | " +W | " | " | " |
| 04 | " | " " | " | " | " | " | " +W | " | " | " |
| 05 | " | " " | " | " | " | " | " +W | " | " | " |
| 06 | " | " " | " | " | " | " | " +W | " | " | " |
| 07 | " | " " | " | " | " | " | " +W | " | " | " |
| 08 | " | " " | " | " | " | " | " +W | " | " | " |
| 09 | " | " " | " | " | " | " | " +W | " | " | " |
| 10 | " | " " | " | " | " | " | " +W | " | " | " |
| 11 | " | " " | " | " | " | " | " +W | " | " | " |
| 12 | " | " " | " | " | " | " | " +W | " | " | " |
| 13 | " | " " | " | " | " | " | " +W | " | " | " |
| 14 | " | " " | " | " | " | " | " +W | " | " | " |
| 15 | " | " " | " | " | " | " | " +W | " | " | " |
| 16 | " | " " | " | " | " | " | " +W | " | " | " |
| 17 | " | " " | " | " | " | " | " +W | " | " | " |
| 18 | " | " " | " | " | " | " | " +W | " | " | " |
| 19 | " | " " | " | " | " | " | " +W | " | " | " |
| 20 | " | n. f. d. GHB. | " | " | " | " | " +W | " | " | " |
| 21 | " | " " | " | " | " | " | " +W | " | " | " |
| 22 | " | " " | " | " | " | " | " +W | " | " | " |
| 23 | " | " " | " | " | " | " | " +W | " | " | " |
| 24 | " | " " | " | " | " | " | " +W | " | " | " |
| 25 | " | " " | " | " | " | " | " +W | " | " | " |
| 26 | " | " " | " | " | " | " | " +W | " | " | " |
| 27 | " | " " | " | " | " | " | " +W | " | " | " |
| 28 | " | " " | " | " | " | " | " +W | " | " | " |
| 29 | " | " " | " | " | " | " | " +W | " | " | " |
| 30 | " | " " | " | " | " | " | " +W | " | " | " |
| 31 | " | " " | " | " | " | " | " +W | " | " | " |
| 32 | " | " " | " | " | " | " | " +W | " | " | " |
| 33 | " | " " | " | " | " | " | " +W | " | " | " |
| 34 | " | " " | " | " | " | " | " +W | " | " | " |
| 35 | " | " " | " | " | " | " | " +W | " | " | " |
| 36 | " | " " | " | " | " | " | " +W | " | " | " |
| 37 | " | " " | " | " | " | " | " +W | " | " | " |
| 38 | " | " " | " | " | " | " | " +W | " | " | " |
| 39 | " | " " | " | " | " | " | " +W | " | " | " |
| 40 | " | " " | " | " | " | " | " +W | " | " | " |
| 41 | " | " " | " | " | " | " | " +W | " | " | " |
| 42 | " | " " | " | " | " | " | N1 | 11 | " | " |
| 43 | " | " " | " | " | " | " | " | " | " | " |
| 44 | " | " " | " | " | " | " | " | " | " | " |
| 45 | " | " " | " | " | " | " | " | " | " | " |
| 46 | " | " " | " | " | " | " | " | " | " | " |
| 47 | " | " " | " | " | " | " | " | " | " | " |
| 48 | " | " " | " | " | " | " | " | " | " | " |
| 49 | " | " " | " | " | " | " | " | " | " | " |

Tecknens betydelse: + enkel skrubroms, \square enkel skrubroms och bromskur, W Westinghousebroms, \blacksquare sloopad.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| Nr | Hundratal. | | | | | | | | | |
|----|------------|--------------|-----|----|-------|----|-----|----|-----|----|
| | 145 | Tillhör: | 146 | | 147 | | 148 | | 149 | |
| 50 | N1 | 11 f.d. GHB. | N1 | 11 | N1 □ | 11 | N1 | 11 | N1 | 11 |
| 51 | n | n n | n | n | n □ | n | n | n | n | n |
| 52 | n | n n | n | n | I1 + | n | n | n | n | n |
| 53 | n | n n | n | n | n + | n | n | n | n | n |
| 54 | n | n n | n | n | n | n | n | n | n | n |
| 55 | n | n n | n | n | n | n | n | n | n | n |
| 56 | n | n n | n | n | n | n | n | n | n | n |
| 57 | n | n n | n | n | n | n | n | n | n | n |
| 58 | n | n n | n | n | n | n | n | n | n | n |
| 59 | n | n n | n | n | n | n | n | n | n | n |
| 60 | n | n n | n | n | n | n | n | n | n | n |
| 61 | n | n n | n | n | n | n | n | n | n | n |
| 62 | n | n n | n | n | n | n | n | n | n | n |
| 63 | n | n n | n | n | n | n | n | n | n | n |
| 64 | n | n n | n | n | n | n | n | n | n | n |
| 65 | n | n n | n | n | n | n | n | n | n | n |
| 66 | n | n n | n | n | n | n | n | n | n | n |
| 67 | n | n n | n | n | n | n | n | n | n | n |
| 68 | n | n n | n | n | n | n | n | n | n | n |
| 69 | n | n n | n | n | n + | n | n | n | n | n |
| 70 | n | n n | n | n | n + | n | n | n | n | n |
| 71 | n | n n | n | n | n + | n | n | n | n | n |
| 72 | n + | n n | n | n | M1 +W | 25 | n | n | n | n |
| 73 | n + | n n | n | n | n +W | n | n | n | n | n |
| 74 | n + | n n | n | n | n +W | n | n | n | n | n |
| 75 | n + | n n | n | n | n +W | n | n | n | n | n |
| 76 | n + | n n | n | n | n +W | n | n | n | n | n |
| 77 | n + | n n | n | n | n +W | n | n | n | n | n |
| 78 | n + | n n | n | n | n +W | n | n | n | n | n |
| 79 | n + | n n | n | n | n +W | n | n | n | n | n |
| 80 | n □ | n n | n | n | n +W | n | n | n | n | n |
| 81 | n □ | n n | n | n | n +W | n | n | n | n | n |
| 82 | n □ | n n | n | n | n +W | n | n | n | n | n |
| 83 | n □ | n n | n | n | n +W | n | n | n | n | n |
| 84 | n □ | n n | n | n | n +W | n | n | n | n | n |
| 85 | n □ | n | n | n | n +W | n | n | n | n | n |
| 86 | n □ | n | n | n | n +W | n | n | n | n | n |
| 87 | n □ | n | n | n | n +W | n | n | n | n | n |
| 88 | n □ | n | n | n | n +W | n | n | n | n | n |
| 89 | n □ | n | n | n | n +W | n | n | n | n | n |
| 90 | n □ | n | n | n | n +W | n | n | n | n | n |
| 91 | n □ | n | n | n | n +W | n | n | n | n | n |
| 92 | n | n | n | n | n +W | n | n | n | n | n |
| 93 | n | n | n | n | n +W | n | n | n | n | n |
| 94 | n | n | n | n | n +W | n | n | n | n | n |
| 95 | n | n | n | n | n +W | n | n | n | n | n |
| 96 | n | n | n | n | n +W | n | n | n | n | n |
| 97 | n | n | n | n | n +W | n | n | n | n | n |
| 98 | n | n | n | n | n +W | n | n | n | n | n |
| 99 | n | n | n | n | n +W | n | n | n | n | n |

| Nr | Hundratal. | | | | | | | | |
|----|------------|----|-----|----|---------|----|---------|--|---------|
| | 150 | | 151 | | 152 | | 153 | | 154 |
| 00 | N1 | 11 | NN1 | 12 | NN1 | 12 | | | |
| 01 | " | " | " | " | " | " | | | |
| 02 | " | " | " | " | " | " | | | |
| 03 | " | " | " | " | " | " | | | |
| 04 | " | " | " | " | " | " | | | |
| 05 | " | " | " | " | " | " | | | |
| 06 | " | " | " | " | " | " | | | |
| 07 | " | " | " | " | " | " | | | M2+N 35 |
| 08 | " | " | " | " | " | " | | | " + N " |
| 09 | " | " | " | " | " | " | | | " + N " |
| 10 | " | " | " | " | " | " | | | " + N " |
| 11 | " | " | " | " | " | " | | | " + W " |
| 12 | " | " | " | " | " | " | | | " + W " |
| 13 | " | " | " | " | " | " | | | " + W " |
| 14 | " | " | " | " | " | " | | | " + W " |
| 15 | " | " | " | " | " | " | | | " + W " |
| 16 | " | " | " | " | " | " | | | " + W " |
| 17 | " | " | " | " | " | " | M0+W 45 | | " + W " |
| 18 | " | " | " | " | " | " | " + W " | | " + W " |
| 19 | " | " | " | " | " | " | " + W " | | " + W " |
| 20 | " | " | " | " | " | " | " + W " | | " + W " |
| 21 | " | " | " | " | " | " | " + W " | | " + W " |
| 22 | " | " | " | " | M1+W 25 | | " + W " | | " + W " |
| 23 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 24 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 25 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 26 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 27 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 28 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 29 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 30 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 31 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 32 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 33 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 34 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 35 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 36 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 37 | " | " | " | " | " + W " | " | M2+W 35 | | " + W " |
| 38 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 39 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 40 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 41 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 42 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 43 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 44 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 45 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 46 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 47 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 48 | " | " | " | " | " + W " | " | " + W " | | " + W " |
| 49 | " | " | " | " | " + W " | " | " + W " | | " + W " |

Tecknens betydelse: + enkel skrufbroms, W Westinghousebroms, N Newyorksbroms.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| Nr | H u n d r a t a l. | | | | | | | | | |
|----|--------------------|----|-----|----|------|----|------|----|------|----|
| | 150 | | 151 | | 152 | | 153 | | 154 | |
| 50 | N1 | 11 | NN1 | 12 | M1+W | 25 | M2+W | 35 | M2+W | 35 |
| 51 | " | " | " | " | " +W | " | " +W | " | " +W | " |
| 52 | " | " | " | " | " +W | " | " +W | " | " +W | " |
| 53 | " | " | " | " | " +W | " | " +W | " | " +W | " |
| 54 | " | " | " | " | " +W | " | " +W | " | " +W | " |
| 55 | " | " | " | " | " +W | " | " +W | " | " +W | " |
| 56 | " | " | " | " | " +W | " | " +W | " | " +W | " |
| 57 | " | " | " | " | " +W | " | 2) | | " +W | " |
| 58 | " | " | " | " | " +W | " | | | " +W | " |
| 59 | " | " | " | " | " +W | " | | | " +W | " |
| 60 | " | " | " | " | " +W | " | | | " +W | " |
| 61 | " | " | " | " | " +W | " | | | " +W | " |
| 62 | " | " | " | " | " +W | " | | | " +W | " |
| 63 | " | " | " | " | " +W | " | | | " +W | " |
| 64 | " | " | " | " | " +W | " | | | " +W | " |
| 65 | " | " | " | " | " +W | " | | | " +W | " |
| 66 | " | " | " | " | " +W | " | | | " +W | " |
| 67 | " | " | " | " | " +W | " | | | " +W | " |
| 68 | " | " | " | " | " +W | " | | | " +W | " |
| 69 | " | " | " | " | " +W | " | | | " +W | " |
| 70 | " | " | " | " | " +W | " | | | " +W | " |
| 71 | " | " | " | " | " +W | " | | | " +W | " |
| 72 | " | " | " | " | " +W | " | | | " +W | " |
| 73 | " | " | " | " | " +W | " | | | " +W | " |
| 74 | " | " | " | " | " +W | " | | | " +W | " |
| 75 | " | " | " | " | " +W | " | | | " +W | " |
| 76 | " | " | " | " | " +W | " | | | " +W | " |
| 77 | " | " | " | " | " +W | " | | | " +W | " |
| 78 | " | " | " | " | " +W | " | | | " +W | " |
| 79 | " | " | " | " | " +W | " | | | " +W | " |
| 80 | " | " | " | " | " +W | " | | | " +W | " |
| 81 | " | " | " | " | " +W | " | | | " +W | " |
| 82 | " | " | " | " | " +W | " | | | " +W | " |
| 83 | " | " | " | " | " +W | " | | | " +W | " |
| 84 | " | " | " | " | " +W | " | | | " +W | " |
| 85 | " | " | " | " | " +W | " | | | " +W | " |
| 86 | " | " | " | " | " +W | " | | | " +W | " |
| 87 | " | " | " | " | " +W | " | | | " +W | " |
| 88 | " | " | " | " | " +W | " | | | " +W | " |
| 89 | " | " | " | " | " +W | " | | | " +W | " |
| 90 | " | " | " | " | " +W | " | | | " +W | " |
| 91 | " | " | " | " | " +W | " | | | " +W | " |
| 92 | NN1 | 12 | " | " | " +W | " | | | " +W | " |
| 93 | " | " | " | " | " +W | " | | | " +W | " |
| 94 | " | " | " | " | " +W | " | | | " +W | " |
| 95 | " | " | " | " | " +W | " | | | " +W | " |
| 96 | " | " | " | " | " +W | " | | | " +W | " |
| 97 | " | " | " | " | 1) | | | | " +W | " |
| 98 | " | " | " | " | | | | | " +W | " |
| 99 | " | " | " | " | | | | | " +W | " |

1) Vagnarna 15297—15316 lit. M1 + W 25 tillhörta Bergverksaktiebolaget Freja.

2) " 15357—15406 " M2 + W 35 " Luossavaara—Kiirunavaara Aktiebolag.

| # | H u n d r a t a l . | | | | | | | | |
|----|---------------------|----|------|----|------|----|------|----|--|
| | 155 | | 156 | | 157 | | 158 | | |
| 00 | M2+W | 35 | M2+W | 35 | M2+W | 35 | M2+W | 35 | |
| 01 | n +W | n | n +W | n | n +W | n | n +W | n | |
| 02 | n +W | n | n +W | n | n +W | n | n +W | n | |
| 03 | n +W | n | n +W | n | n +W | n | n +W | n | |
| 04 | n +W | n | n +W | n | n +W | n | n +W | n | |
| 05 | n +W | n | n +W | n | n +W | n | n +W | n | |
| 06 | n +W | n | n +W | n | n +W | n | n +W | n | |
| 07 | n +W | n | n +W | n | n +W | n | n +W | n | |
| 08 | n +W | n | n +W | n | n +W | n | n +W | n | |
| 09 | n +W | n | n +W | n | n +W | n | n +W | n | |
| 10 | n +W | n | n +W | n | n +W | n | n +W | n | |
| 11 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 12 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 13 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 14 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 15 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 16 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 17 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 18 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 19 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 20 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 21 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 22 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 23 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 24 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 25 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 26 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 27 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 28 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 29 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 30 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 31 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 32 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 33 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 34 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 35 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 36 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 37 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 38 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 39 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 40 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 41 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 42 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 43 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 44 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 45 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 46 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 47 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 48 | n +W | n | n +W | n | n +W | n | n +N | n | |
| 49 | n +W | n | n +W | n | n +W | n | n +N | n | |

Tecknens betydelse: + enkel skrufbroms, W Westinghousebroms, N Newyorkbroms.
Siffran i andra kolumnen angifver lastförmåga i ton.

| M | H u n d r a t a l. | | | | | | | | |
|----|--------------------|----|-----|------|-----|--|------|----|-----|
| | 155 | | 156 | | 157 | | 158 | | 159 |
| 50 | M2+W | 35 | | M2+W | 35 | | M2+W | 35 | |
| 51 | " +W | " | | " +W | " | | " +N | " | |
| 52 | " +W | " | | " +W | " | | " +N | " | |
| 53 | " +W | " | | " +W | " | | " +N | " | |
| 54 | " +W | " | | " +W | " | | " +N | " | |
| * | | | | | | | | | |
| 55 | " +W | " | | " +W | " | | " +N | " | |
| 56 | " +W | " | | " +W | " | | " +N | " | |
| 57 | " +W | " | | " +W | " | | " +N | " | |
| 58 | " +W | " | | " +W | " | | " +N | " | |
| 59 | " +W | " | | " +W | " | | " +N | " | |
| 60 | " +W | " | | " +W | " | | " +W | " | |
| 61 | " +W | " | | " +W | " | | " +N | " | |
| 62 | " +W | " | | " +W | " | | " +W | " | |
| 63 | " +W | " | | " +W | " | | " +W | " | |
| 64 | " +W | " | | " +W | " | | " +W | " | |
| 65 | " +W | " | | " +W | " | | " +W | " | |
| 66 | " +W | " | | " +W | " | | " +W | " | |
| 67 | " +W | " | | " +W | " | | " +W | " | |
| 68 | " +W | " | | " +W | " | | " +W | " | |
| 69 | " +W | " | | " +W | " | | " +W | " | |
| 70 | " +W | " | | " +W | " | | " +W | " | |
| 71 | " +W | " | | " +W | " | | " +W | " | |
| 72 | " +W | " | | " +W | " | | " +W | " | |
| 73 | " +W | " | | " +W | " | | " +W | " | |
| 74 | " +W | " | | " +W | " | | " +W | " | |
| 75 | " +W | " | | " +W | " | | " +W | " | |
| 76 | " +W | " | | " +W | " | | " +W | " | |
| 77 | " +W | " | | " +W | " | | " +W | " | |
| 78 | " +W | " | | " +W | " | | " +W | " | |
| 79 | " +W | " | | " +W | " | | " +W | " | |
| 80 | " +W | " | | " +W | " | | " +W | " | |
| 81 | " +W | " | | " +W | " | | " +W | " | |
| 82 | " +W | " | | " +W | " | | " +W | " | |
| 83 | " +W | " | | " +W | " | | " +W | " | |
| 84 | " +W | " | | " +W | " | | " +W | " | |
| 85 | " +W | " | | " +W | " | | " +W | " | |
| 86 | " +W | " | | " +W | " | | " +W | " | |
| 87 | " +W | " | | " +W | " | | " +W | " | |
| 88 | " +W | " | | " +W | " | | " +W | " | |
| 89 | " +W | " | | " +W | " | | " +W | " | |
| 90 | " +W | " | | " +W | " | | " +W | " | |
| 91 | " +W | " | | " +W | " | | " +W | " | |
| 92 | " +W | " | | " +W | " | | " +W | " | |
| 93 | " +W | " | | " +W | " | | " +W | " | |
| 94 | " +W | " | | " +W | " | | " +W | " | |
| 95 | " +W | " | | " +W | " | | " +W | " | |
| 96 | " +W | " | | " +W | " | | " +W | " | |
| 97 | " +W | " | | " +W | " | | " +W | " | |
| 98 | " +W | " | | " +W | " | | " +W | " | |
| 99 | " +W | " | | " +W | " | | " +W | " | |

*) Vagnarne 15861—15999, 21500—21560 lit. M2 + N35 tillhörta Trafikaktiebolaget Grängesberg—Oxelösund.

| # | H u n d r a t a l. | | | | | | | | | |
|----|--------------------|----|-----|----|-----|--|-----|----|-----|----|
| | 160 | | 161 | | 162 | | 163 | | 164 | |
| 00 | I3 | 16 | | I3 | 16 | | I3 | 16 | NN3 | 18 |
| 01 | " | " | | " | " | | " | " | " | " |
| 02 | " | " | | " | " | | NN3 | " | I3 | 16 |
| 03 | " | " | | " | " | | " | " | " | " |
| 04 | " | " | | " | " | | " | " | " | " |
| 05 | " | " | | " | " | | " | " | " | " |
| 06 | " | " | | " | " | | " | " | " | " |
| 07 | " | " | | " | " | | " | " | " | " |
| 08 | " | " | | " | " | | " | " | " | " |
| 09 | " | " | | " | " | | " | " | " | " |
| 10 | " | " | | " | " | | " | " | " | " |
| 11 | " | " | | " | " | | " | " | " | " |
| 12 | " | " | | " | " | | " | " | " | " |
| 13 | " | " | | " | " | | " | " | " | " |
| 14 | " | " | | " | " | | " | " | " | " |
| 15 | " | " | | " | " | | " | " | " | " |
| 16 | " | " | | " | " | | " | " | " | " |
| 17 | " | " | | " | " | | " | " | " | " |
| 18 | " | " | | " | " | | " | " | " | " |
| 19 | " | " | | " | " | | " | " | " | " |
| 20 | " | " | | " | " | | " | " | " | " |
| 21 | " | " | | " | " | | " | " | " | " |
| 22 | " | " | | " | " | | " | 18 | " | " |
| 23 | " | " | | " | " | | " | " | " | " |
| 24 | " | " | | " | " | | " | " | " | " |
| 25 | " | " | | " | " | | " | " | " | " |
| 26 | " | " | | " | " | | " | " | " | " |
| 27 | " | " | | " | " | | " | " | " | " |
| 28 | " | " | | " | " | | " | " | " | " |
| 29 | " | " | | " | " | | " | " | " | " |
| 30 | " | " | | " | " | | " | " | " | " |
| 31 | " | " | | " | " | | " | " | " | " |
| 32 | " | " | | " | " | | " | " | " | " |
| 33 | " | " | | " | " | | " | " | " | " |
| 34 | " | " | | " | " | | " | " | " | " |
| 35 | " | " | | " | " | | " | " | " | " |
| 36 | " | " | | " | " | | " | " | " | " |
| 37 | " | " | | " | " | | " | " | " | " |
| 38 | " | " | | " | " | | " | " | " | " |
| 39 | " | " | | " | " | | " | " | " | " |
| 40 | " | " | | " | " | | " | " | " | " |
| 41 | " | " | | " | " | | " | " | " | " |
| 42 | " | " | | " | " | | " | " | " | " |
| 43 | " | " | | " | " | | " | " | " | " |
| 44 | " | " | | " | " | | " | " | " | " |
| 45 | " | " | | " | " | | " | " | " | " |
| 46 | " | " | | " | " | | " | " | " | " |
| 47 | " | " | | " | " | | " | " | " | " |
| 48 | " | " | | " | " | | " | " | " | " |
| 49 | " | " | | " | " | | " | " | " | " |

Tecknens betydelse: dubbel skrufbroms och bromskur, slopad.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| Nr | Hundratal | | | | | | | | | |
|----|-----------|----|-----|----|-----|----|-----|----|-----|----|
| | 160 | | 161 | | 162 | | 163 | | 164 | |
| 50 | I3 | 16 | I3 | 16 | I3 | 16 | NN3 | 18 | I3 | 16 |
| 51 | " | " | " | " | " | " | " | " | " | " |
| 52 | " | " | " | " | " | " | " | " | " | " |
| 53 | " | " | " | " | " | " | " | " | " | " |
| 54 | " | " | " | " | " | " | " | " | " | " |
| 55 | " | " | " | " | " | " | " | " | " | " |
| 56 | " | " | " | " | " | " | " | " | " | " |
| 57 | " | " | " | " | " | " | " | " | " | " |
| 58 | " | " | " | " | " | " | " | " | " | " |
| 59 | " | " | " | " | " | " | " | " | " | " |
| 60 | " | " | " | " | " | " | " | " | " | " |
| 61 | " | " | " | " | " | " | " | " | " | " |
| 62 | " | " | " | " | " | " | " | " | " | " |
| 63 | " | " | " | " | " | " | " | " | " | " |
| 64 | " | " | " | " | " | " | " | " | " | " |
| 65 | " | " | " | " | " | " | " | " | " | " |
| 66 | " | " | " | " | " | " | " | " | " | " |
| 67 | " | " | " | " | " | " | " | " | " | " |
| 68 | " | " | " | " | " | " | " | " | " | " |
| 69 | " | " | " | " | " | " | " | " | " | " |
| 70 | " | " | " | " | " | " | " | " | " | " |
| 71 | " | " | " | " | " | " | " | " | " | " |
| 72 | " | " | " | " | " | " | " | " | " | " |
| 73 | " | " | " | " | " | " | " | " | " | " |
| 74 | " | " | " | " | " | " | " | " | " | " |
| 75 | " | " | " | " | " | " | " | " | " | " |
| 76 | " | " | " | " | " | " | " | " | " | " |
| 77 | " | " | " | " | " | " | " | " | " | " |
| 78 | " | " | " | " | " | " | " | " | " | " |
| 79 | " | " | " | " | " | " | " | " | " | " |
| 80 | " | " | " | " | " | " | " | " | " | " |
| 81 | " | " | " | " | " | " | " | " | " | " |
| 82 | " | " | " | " | " | " | " | " | " | " |
| 83 | " | " | " | " | " | " | " | " | " | " |
| 84 | " | " | " | " | " | " | " | " | " | " |
| 85 | " | " | " | " | " | " | " | " | " | " |
| 86 | " | " | " | " | " | " | " | " | " | " |
| 87 | " | " | " | " | " | " | " | " | " | " |
| 88 | " | " | " | " | " | " | " | " | " | " |
| 89 | " | " | " | " | " | " | " | " | " | " |
| 90 | " | " | " | " | " | " | " | " | " | " |
| 91 | " | " | " | " | " | " | " | " | " | " |
| 92 | " | " | " | " | " | " | " | " | " | " |
| 93 | " | " | " | " | " | " | " | " | " | " |
| 94 | " | " | " | " | " | " | " | " | " | " |
| 95 | " | " | " | " | " | " | " | " | " | " |
| 96 | " | " | " | " | " | " | " | " | " | " |
| 97 | " | " | " | " | " | " | " | " | " | " |
| 98 | " | " | " | " | " | " | " | " | " | " |
| 99 | " | " | " | " | " | " | " | " | " | " |

| N:o | Hundratal. | | | | | | | | | |
|-----|------------|----|-----|----|-----|----|-----|----|-----|----|
| | 165 | | 166 | | 167 | | 168 | | 169 | |
| 00 | I3 | 16 | I3 | 16 | I3 | 16 | I3 | 16 | N3 | 16 |
| 01 | » | » | » | » | » | » | » | » | » | » |
| 02 | » | » | » | » | » | » | N3 | » | NN3 | » |
| 03 | » | » | » | » | » | » | » | » | » | » |
| 04 | » | » | » | » | » | » | » | » | » | » |
| 05 | » | » | » | » | » | » | » | » | » | » |
| 06 | » | » | » | » | » | » | » | » | » | » |
| 07 | » | » | » | » | » | » | » | » | » | » |
| 08 | » | » | » | » | » | » | » | » | » | » |
| 09 | » | » | » | » | » | » | » | » | » | » |
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| 12 | » | » | » | » | » | » | » | » | » | » |
| 13 | » | » | » | » | » | » | » | » | » | » |
| 14 | » | » | » | » | » | » | » | » | » | » |
| 15 | » | » | » | » | » | » | » | » | » | » |
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| 19 | » | » | » | » | » | » | » | » | » | » |
| 20 | » | » | » | » | » | » | » | » | » | » |
| 21 | » | » | » | » | » | » | » | » | » | » |
| 22 | » | » | » | » | » | » | » | » | » | 18 |
| 23 | » | » | » | » | » | » | » | » | » | » |
| 24 | » | » | » | » | » | » | » | » | » | » |
| 25 | » | » | » | » | » | » | » | » | » | » |
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| 30 | » | » | » | » | » | » | » | » | » | » |
| 31 | » | » | » | » | » | » | » | » | » | » |
| 32 | » | » | » | » | » | » | » | » | » | » |
| 33 | » | » | » | » | » | » | » | » | » | » |
| 34 | » | » | » | » | » | » | » | » | » | » |
| 35 | » | » | » | » | » | » | » | » | » | » |
| 36 | » | » | » | » | » | » | » | » | » | » |
| 37 | » | » | » | » | » | » | » | » | » | » |
| 38 | » | » | » | » | » | » | » | » | » | » |
| 39 | » | » | » | » | » | » | » | » | » | » |
| 40 | » | » | » | » | » | » | » | » | » | » |
| 41 | » | » | » | » | » | » | » | » | » | » |
| 42 | » | » | » | » | » | » | » | » | » | » |
| 43 | » | » | » | » | » | » | » | » | » | » |
| 44 | » | » | » | » | » | » | » | » | » | » |
| 45 | » | » | » | » | » | » | » | » | » | » |
| 46 | » | » | » | » | » | » | » | » | » | » |
| 47 | » | » | » | » | » | » | » | » | » | » |
| 48 | » | » | » | » | » | » | » | » | » | » |
| 49 | » | » | » | » | » | » | » | » | » | » |

Tecknens betydelse:  dubbel skrufbroms och bromskur.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| # | Hundratal. | | | | | | | | | |
|----|------------|----|-----|----|-----|----|-----|----|-----|----|
| | 165 | | 166 | | 167 | | 168 | | 169 | |
| 50 | I3 | 16 | I3 | 16 | I3 | 16 | N3 | 16 | NN3 | 18 |
| 51 | n | n | n | n | n | n | n | n | n | n |
| 52 | n | n | n | n | n | n | n | n | n | n |
| 53 | n | n | n | n | n | n | n | n | n | n |
| 54 | n | n | n | n | n | n | n | n | n | n |
| 55 | n | n | n | n | n | n | n | n | n | n |
| 56 | n | n | n | n | n | n | n | n | n | n |
| 57 | n | n | n | n | n | n | n | n | n | n |
| 58 | n | n | n | n | n | n | n | n | n | n |
| 59 | n | n | n | n | n | n | n | n | n | n |
| 60 | n | n | n | n | n | n | n | n | n | n |
| 61 | n | n | n | n | n | n | n | n | n | n |
| 62 | n | n | n | n | n | n | n | n | n | n |
| 63 | n | n | n | n | n | n | n | n | n | n |
| 64 | n | n | n | n | n | n | n | n | n | n |
| 65 | n | n | n | n | n | n | n | n | n | n |
| 66 | n | n | n | n | n | n | n | n | n | n |
| 67 | n | n | n | n | n | n | n | n | n | n |
| 68 | n | n | n | n | n | n | n | n | n | n |
| 69 | n | n | n | n | n | n | n | n | n | n |
| 70 | n | n | n | n | n | n | n | n | n | n |
| 71 | n | n | n | n | n | n | n | n | n | n |
| 72 | n | n | n | n | n | n | n | n | n | n |
| 73 | n | n | n | n | n | n | n | n | n | n |
| 74 | n | n | n | n | n | n | n | n | n | n |
| 75 | n | n | n | n | n | n | n | n | n | n |
| 76 | n | n | n | n | n | n | n | n | n | n |
| 77 | n | n | n | n | n | n | n | n | n | n |
| 78 | n | n | n | n | n | n | n | n | n | n |
| 79 | n | n | n | n | n | n | n | n | n | n |
| 80 | n | n | n | n | n | n | n | n | n | n |
| 81 | n | n | n | n | n | n | n | n | n | n |
| 82 | n | n | n | n | n | n | n | n | n | n |
| 83 | n | n | n | n | n | n | n | n | n | n |
| 84 | n | n | n | n | n | n | n | n | n | n |
| 85 | n | n | n | n | n | n | n | n | n | n |
| 86 | n | n | n | n | n | n | n | n | n | n |
| 87 | n | n | n | n | n | n | n | n | n | n |
| 88 | n | n | n | n | n | n | n | n | n | n |
| 89 | n | n | n | n | n | n | n | n | n | n |
| 90 | n | n | n | n | n | n | n | n | n | n |
| 91 | n | n | n | n | n | n | n | n | n | n |
| 92 | n | n | n | n | n | n | n | n | n | n |
| 93 | n | n | n | n | n | n | n | n | n | n |
| 94 | n | n | n | n | n | n | n | n | n | n |
| 95 | n | n | n | n | n | n | n | n | n | n |
| 96 | n | n | n | n | n | n | n | n | n | n |
| 97 | n | n | n | n | n | n | n | n | n | n |
| 98 | n | n | n | n | n | n | n | n | n | n |
| 99 | n | n | n | n | n | n | n | n | n | n |

| Nr | Hundratal. | | | | | | | | | |
|----|------------|----|-----|----|-----|----|-----|----|-----|----|
| | 170 | | 171 | | 172 | | 173 | | 174 | |
| 00 | NN3 | 18 | NN3 | 16 | N3 | 16 | I3 | 16 | I3 | 16 |
| 01 | n | n | n | n | n | n | n | n | n | n |
| 02 | n | n | N3 | n | I3 | n | N3 | n | n | n |
| 03 | n | n | n | n | n | n | n | n | n | n |
| 04 | n | n | n | n | n | n | n | n | n | n |
| 05 | n | n | n | n | n | n | n | n | n | n |
| 06 | n | n | n | n | n | n | n | n | n | n |
| 07 | n | n | n | n | n | n | n | n | n | n |
| 08 | n | n | n | n | n | n | n | n | n | n |
| 09 | n | n | n | n | n | n | n | n | n | n |
| 10 | n | n | n | n | n | n | n | n | n | n |
| 11 | n | n | n | n | n | n | n | n | n | n |
| 12 | n | n | n | n | n | n | I3 | n | NN3 | 18 |
| 13 | n | n | n | n | n | n | n | n | n | n |
| 14 | n | n | n | n | n | n | n | n | n | n |
| 15 | n | n | n | n | n | n | n | n | n | n |
| 16 | n | n | n | n | n | n | n | n | n | n |
| 17 | n | n | n | n | n | n | n | n | n | n |
| 18 | n | n | n | n | n | n | n | n | n | n |
| 19 | n | n | n | n | n | n | n | n | n | n |
| 20 | n | n | n | n | n | n | n | n | n | n |
| 21 | n | n | n | n | n | n | n | n | n | n |
| 22 | n | n | n | n | n | n | n | n | n | n |
| 23 | n | n | n | n | n | n | n | n | n | n |
| 24 | n | n | n | n | n | n | n | n | n | n |
| 25 | n | n | n | n | n | n | n | n | n | n |
| 26 | n | n | n | n | n | n | n | n | n | n |
| 27 | n | n | n | n | n | n | n | n | n | n |
| 28 | n | n | n | n | n | n | n | n | n | n |
| 29 | n | n | n | n | n | n | n | n | n | n |
| 30 | n | n | n | n | n | n | n | n | n | n |
| 31 | n | n | n | n | n | n | n | n | n | n |
| 32 | n | n | n | n | n | n | n | n | n | n |
| 33 | n | n | n | n | n | n | n | n | n | n |
| 34 | n | n | n | n | n | n | n | n | n | n |
| 35 | n | n | n | n | n | n | n | n | n | n |
| 36 | n | n | n | n | n | n | n | n | n | n |
| 37 | n | n | n | n | n | n | n | n | n | n |
| 38 | n | n | n | n | n | n | n | n | n | n |
| 39 | n | n | n | n | n | n | n | n | n | n |
| 40 | n | n | n | n | n | n | n | n | n | n |
| 41 | n | n | n | n | n | n | n | n | n | n |
| 42 | n | n | n | n | n | n | n | n | n | n |
| 43 | n | n | n | n | n | n | n | n | n | n |
| 44 | n | n | n | n | n | n | n | n | n | n |
| 45 | n | n | n | n | n | n | n | n | n | n |
| 46 | n | n | n | n | n | n | n | n | n | n |
| 47 | n | n | n | n | n | n | n | n | n | n |
| 48 | n | n | n | n | n | n | n | n | n | n |
| 49 | n | n | n | n | n | n | n | n | n | n |

Tecknens betydelse:  dubbel skrufbroms och bromskur.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| Nr | Hundratal. | | | | | | | | | |
|----|------------|----|-----|----|-----|----|-----|----|-------|----|
| | 170 | | 171 | | 172 | | 173 | | 174 | |
| 50 | NN3 | 18 | N3 | 16 | I3 | 16 | I3 | 16 | NN3 | 18 |
| 51 | n | n | n | n | n | n | n | n | n | n |
| 52 | n | n | n | n | n | n | n | n | n | n |
| 53 | n | n | n | n | n | n | n | n | n | n |
| 54 | n | n | n | n | n | n | n | n | n | n |
| 55 | n | n | n | n | n | n | n | n | n | n |
| 56 | n | n | n | n | n | n | n | n | n | n |
| 57 | n | n | n | n | n | n | n | n | n | n |
| 58 | n | n | n | n | n | n | n | n | n | n |
| 59 | n | n | n | n | n | n | n | n | n | n |
| 60 | n | n | n | n | n | n | n | n | n | n |
| 61 | n | n | n | n | n | n | n | n | n | n |
| 62 | n | n | n | n | n | n | n | n | n | n |
| 63 | n | n | n | n | n | n | n | n | n | n |
| 64 | n | n | n | n | n | n | n | n | n | n |
| 65 | n | n | n | n | n | n | n | n | n | n |
| 66 | n | n | n | n | n | n | n | n | n | n |
| 67 | n | n | n | n | n | n | n | n | n | n |
| 68 | n | n | n | n | n | n | n | n | n | n |
| 69 | n | n | n | n | n | n | n | n | n | n |
| 70 | n | n | n | n | n | n | n | n | n | n |
| 71 | n | n | n | n | n | n | n | n | n | n |
| 72 | n | n | n | n | n | n | n | n | n | n |
| 73 | n | n | n | n | n | n | n | n | n | n |
| 74 | n | n | n | n | n | n | n | n | n | n |
| 75 | n | n | n | n | n | n | n | n | n | n |
| 76 | *) n | n | n | n | n | n | n | n | n | n |
| 77 | n | n | n | n | n | n | n | n | n | n |
| 78 | n | n | n | n | n | n | n | n | n | n |
| 79 | n | n | n | n | n | n | n | n | n | n |
| 80 | n | n | n | n | n | n | n | n | n | n |
| 81 | n | n | n | n | n | n | n | n | n | n |
| 82 | n 16 | 16 | n | n | n | n | n | n | n 16 | n |
| 83 | n | n | n | n | n | n | n | n | n | n |
| 84 | n | n | n | n | n | n | n | n | n | n |
| 85 | n | n | n | n | n | n | n | n | n | n |
| 86 | n | n | n | n | n | n | n | n | n | n |
| 87 | n | n | n | n | n | n | n | n | n | n |
| 88 | n | n | n | n | n | n | n | n | n | n |
| 89 | n | n | n | n | n | n | n | n | n | n |
| 90 | n | n | n | n | n | n | n | n | n | n |
| 91 | n | n | n | n | n | n | n | n | n | n |
| 92 | n | n | n | n | n | n | n | n | n | n |
| 93 | n | n | n | n | n | n | n | n | n | n |
| 94 | n | n | n | n | n | n | n | n | n | n |
| 95 | n | n | n | n | n | n | n | n | n | n |
| 96 | n | n | n | n | n | n | n | n | n | n |
| 97 | n | n | n | n | n | n | n | n | n | n |
| 98 | n | n | n | n | n | n | n | n | n | n |
| 99 | n | n | n | n | n | n | n | n | n | n |

*) År försedd med oljekistern; användes vid slipersimpregneringsverket.

| M | Hundratal. | | | | | | | | | |
|----|------------|----|-----|----|-----|----|-----|----|-----|----|
| | 175 | | 176 | | 177 | | 178 | | 179 | |
| 00 | NN8 | 16 | I3 | 16 | I3 | 16 | I3 | 16 | I3 | 16 |
| 01 | o | o | o | o | o | o | o | o | o | o |
| 02 | o | o | o | o | o | o | o | o | o | o |
| 03 | o | o | o | o | o | o | o | o | o | o |
| 04 | o | o | o | o | o | o | o | o | o | o |
| 05 | o | o | o | o | o | o | o | o | o | o |
| 06 | o | o | o | o | o | o | o | o | o | o |
| 07 | o | o | o | o | o | o | o | o | o | o |
| 08 | o | o | o | o | o | o | o | o | o | o |
| 09 | o | o | o | o | o | o | o | o | o | o |
| 10 | o | o | o | o | o | o | o | o | o | o |
| 11 | o | o | o | o | o | o | o | o | o | o |
| 12 | I3 | o | o | o | o | o | o | o | o | o |
| 13 | o | o | o | o | o | o | o | o | o | o |
| 14 | o | o | o | o | o | o | o | o | o | o |
| 15 | o | o | o | o | o | o | o | o | o | o |
| 16 | o | o | o | o | o | o | o | o | o | o |
| 17 | o | o | o | o | o | o | o | o | o | o |
| 18 | o | o | o | o | o | o | o | o | o | o |
| 19 | o | o | o | o | o | o | o | o | o | o |
| 20 | o | o | o | o | o | o | o | o | o | o |
| 21 | o | o | o | o | o | o | o | o | o | o |
| 22 | o | o | o | o | o | o | o | o | o | o |
| 23 | o | o | o | o | o | o | o | o | o | o |
| 24 | o | o | o | o | o | o | o | o | o | o |
| 25 | o | o | o | o | o | o | o | o | o | o |
| 26 | o | o | o | o | o | o | o | o | o | o |
| 27 | o | o | o | o | o | o | o | o | o | o |
| 28 | o | o | o | o | o | o | o | o | o | o |
| 29 | o | o | o | o | o | o | o | o | o | o |
| 30 | o | o | o | o | o | o | o | o | o | o |
| 31 | o | o | o | o | o | o | o | o | o | o |
| 32 | o | o | o | o | L4 | 10 | o | o | o | o |
| 33 | o | o | o | o | o | o | o | o | o | o |
| 34 | o | o | o | o | o | o | o | o | o | o |
| 35 | o | o | o | o | o | o | o | o | o | o |
| 36 | o | o | o | o | o | o | o | o | o | o |
| 37 | o | o | o | o | o | o | o | o | o | o |
| 38 | o | o | o | o | o | o | o | o | o | o |
| 39 | o | o | o | o | o | o | o | o | o | o |
| 40 | o | o | o | o | o | o | o | o | o | o |
| 41 | o | o | o | o | o | o | o | o | o | o |
| 42 | o | o | o | o | o | o | o | o | o | o |
| 43 | o | o | o | o | o | o | o | o | o | o |
| 44 | o | o | o | o | o | o | o | o | o | o |
| 45 | o | o | o | o | o | o | o | o | o | o |
| 46 | o | o | o | o | o | o | o | o | o | o |
| 47 | o | o | o | o | o | o | o | o | o | o |
| 48 | o | o | o | o | o | o | o | o | o | o |
| 49 | o | o | o | o | o | o | o | o | o | o |

Tecknens betydelse:  dubbel skrufbroms och bromskur.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| N | Hundratal. | | | | | | | | | |
|----|------------|----|-----|----|-----|----|-----|----|-----|----|
| | 175 | | 176 | | 177 | | 178 | | 179 | |
| 50 | I3 | 16 | I3 | 16 | L4 | 10 | I3 | 16 | I3 | 16 |
| 51 | n | n | n | n | n | n | n | n | n | n |
| 52 | n | n | n | n | n | n | n | n | n | n |
| 53 | n | n | n | n | n | n | n | n | n | n |
| 54 | n | n | n | n | n | n | n | n | n | n |
| 55 | n | n | n | n | n | n | n | n | n | n |
| 56 | n | n | n | n | n | n | n | n | n | n |
| 57 | n | n | n | n | n | n | n | n | n | n |
| 58 | n | n | n | n | n | n | n | n | n | n |
| 59 | n | n | n | n | n | n | n | n | n | n |
| 60 | n | n | n | n | n | n | n | n | n | n |
| 61 | n | n | n | n | n | n | n | n | n | n |
| 62 | n | n | n | n | n | n | n | n | n | n |
| 63 | n | n | n | n | n | n | n | n | n | n |
| 64 | n | n | n | n | n | n | n | n | n | n |
| 65 | n | n | n | n | n | n | n | n | n | n |
| 66 | n | n | n | n | n | n | n | n | n | n |
| 67 | n | n | n | n | n | n | n | n | n | n |
| 68 | n | n | n | n | n | n | n | n | n | n |
| 69 | n | n | n | n | n | n | n | n | n | n |
| 70 | n | n | n | n | n | n | n | n | n | n |
| 71 | n | n | n | n | n | n | n | n | n | n |
| 72 | n | n | n | n | n | n | n | n | n | n |
| 73 | n | n | n | n | n | n | n | n | n | n |
| 74 | n | n | n | n | n | n | n | n | n | n |
| 75 | n | n | n | n | n | n | n | n | n | n |
| 76 | n | n | n | n | n | n | n | n | n | n |
| 77 | n | n | n | n | n | n | n | n | n | n |
| 78 | n | n | n | n | n | n | n | n | n | n |
| 79 | n | n | n | n | n | n | n | n | n | n |
| 80 | n | n | n | n | n | n | n | n | n | n |
| 81 | n | n | n | n | n | n | n | n | n | n |
| 82 | n | n | n | n | I3 | 16 | n | n | N3 | n |
| 83 | n | n | n | n | n | n | n | n | n | n |
| 84 | n | n | n | n | n | n | n | n | n | n |
| 85 | n | n | n | n | n | n | n | n | n | n |
| 86 | n | n | n | n | n | n | n | n | n | n |
| 87 | n | n | n | n | n | n | n | n | n | n |
| 88 | n | n | n | n | n | n | n | n | n | n |
| 89 | n | n | n | n | n | n | n | n | n | n |
| 90 | n | n | n | n | n | n | n | n | n | n |
| 91 | n | n | n | n | n | n | n | n | n | n |
| 92 | n | n | n | n | n | n | n | n | n | n |
| 93 | n | n | n | n | n | n | n | n | n | n |
| 94 | n | n | n | n | n | n | n | n | n | n |
| 95 | n | n | n | n | n | n | n | n | n | n |
| 96 | n | n | n | n | n | n | n | n | n | n |
| 97 | n | n | n | n | n | n | n | n | n | n |
| 98 | n | n | n | n | n | n | n | n | n | n |
| 99 | n | n | n | n | n | n | n | n | n | n |

| Nr | Hundratal. | | | | | | | | | | | |
|----|------------|--------|-----|--------|--------|----|-----|----|-----|----|--------|----|
| | 180 | | 181 | | 182 | | 183 | | 184 | | | |
| 00 | G3 | ++ b c | 14 | G3 | b c | 15 | H1 | k | 7 | G3 | b c | 15 |
| 01 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 02 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 03 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 04 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 05 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 06 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 07 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 08 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 09 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 10 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 11 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 12 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 13 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 14 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 15 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 16 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 17 | n | ++ b c | n | n | ++ b c | n | n | k | n | n | ++ b c | n |
| 18 | n | ++ b c | n | n | ++ b c | n | R3 | 16 | n | n | ++ b c | n |
| 19 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 20 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 21 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 22 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 23 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 24 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 25 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 26 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 27 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 28 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 29 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 30 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 31 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 32 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 33 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 34 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 35 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 36 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 37 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 38 | 01 | 8 | n | ++ b c | n | n | n | n | n | n | ++ b c | n |
| 39 | n | n | n | ++ b c | n | n | n | n | n | n | ++ b c | n |
| 40 | n | n | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 41 | n | n | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 42 | n | n | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 43 | n | n | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 44 | n | n | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 45 | n | n | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 46 | n | n | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 47 | n | n | n | n | ++ b c | n | n | n | n | n | ++ b c | n |
| 48 | G3 | ++ b c | 14 | n | ++ b c | n | n | n | n | n | ++ b c | 14 |
| 49 | n | ++ b c | n | n | ++ b c | n | n | n | n | n | ++ b c | n |

Tecknens betydelse: + enkel skrufbroms, ++ dubbel skrufbroms, X vakuumbroms, b utrustad med bommar för hästtransport, c beslag för truppbänkar, k inredd för köttransport.

Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| N° | H u n d r a t a l | | | | | | | | | | | |
|----|-------------------|----|-----|-----|-----|---------|-----|----|-----|----|-----------|----|
| | 180 | | 181 | | 182 | | 183 | | 184 | | | |
| 50 | G3 ++ b c | 14 | G3 | b c | 15 | R3 | 16 | G3 | b c | 15 | G3 ++ b c | 14 |
| 51 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 52 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 53 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 54 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 55 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 56 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 57 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 58 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 59 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 60 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 61 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 62 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 63 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 64 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 65 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 66 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 67 | » ++ b c | » | » | b c | » | » | » | » | b c | » | » ++ b c | » |
| 68 | » ++ b c | » | » | b c | » | G1f x + | 8 | » | b c | » | » ++ b c | » |
| 69 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 70 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 71 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 72 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 73 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 74 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 75 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 76 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 77 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 78 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 79 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 80 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 81 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 82 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 83 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 84 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 85 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 86 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 87 | » ++ b c | » | » | b c | » | x + | » | » | b c | » | » ++ b c | » |
| 88 | » b c | 15 | H1 | k | 7 | G3 | b c | 15 | b c | » | » ++ b c | » |
| 89 | » b c | » | » | k | » | x b c | » | » | b c | » | » ++ b c | » |
| 90 | » b c | » | » | k | » | x b c | » | » | b c | » | » ++ b c | » |
| 91 | » b c | » | » | k | » | x b c | » | » | b c | » | » ++ b c | » |
| 92 | » b c | » | » | k | » | x b c | » | » | b c | » | » ++ b c | » |
| 93 | » b c | » | » | k | » | x b c | » | » | b c | » | » ++ b c | » |
| 94 | » b c | » | » | k | » | x b c | » | » | b c | » | » ++ b c | » |
| 95 | » b c | » | » | k | » | x b c | » | » | b c | » | » ++ b c | » |
| 96 | » b c | » | » | k | » | x b c | » | » | b c | » | » ++ b c | » |
| 97 | » b c | » | » | k | » | x b c | » | » | b c | » | » ++ b c | » |
| 98 | » b c | » | » | k | » | x b c | » | » | b c | » | » b c | 15 |
| 99 | » b c | » | » | k | » | x b c | » | » | b c | » | » b c | » |

| N | H u n d r a t a l. | | | | | | | | |
|----|--------------------|---|-----------|---|-----------|---|-----------|---|------------|
| | 185 | | 186 | | 187 | | 188 | | 189 |
| 00 | G3 b c 15 | | G3 b c 15 | | G3 b c 15 | | G3 b c 15 | | G3 å + 8 |
| 01 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " å + " |
| 02 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " å + " |
| 03 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " å + V " |
| 04 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " å + V " |
| 05 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c 14 |
| 06 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 07 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " å + 8 |
| 08 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c 14 |
| 09 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 10 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " å + 8 |
| 11 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c 14 |
| 12 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 13 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 14 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 15 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 16 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 17 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 18 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 19 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 20 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 21 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 22 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 23 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 24 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 25 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 26 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 27 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 28 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 29 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 30 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 31 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 32 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 33 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 34 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 35 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 36 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 37 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 38 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 39 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 40 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 41 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 42 | " b c " | " | " b c " | " | " b c " | " | " b c " | " | " + b c " |
| 43 | " b c " | " | " b c " | " | " b c " | " | H1 k 7 | " | " + b c " |
| 44 | " b c " | " | " b c " | " | " b c " | " | " k " | " | " + b c " |
| 45 | " b c " | " | " b c " | " | " b c " | " | " k " | " | " + b c " |
| 46 | " b c " | " | " b c " | " | " b c " | " | " k " | " | " + b c " |
| 47 | " b c " | " | " b c " | " | " b c " | " | " k " | " | " + b c " |
| 48 | " b c " | " | " b c " | " | " b c " | " | " k " | " | " + b c " |
| 49 | " b c " | " | " b c " | " | " b c " | " | " k " | " | " + b c " |

Tecknens betydelse: + enkel skrubroms, ++ dubbel skrubroms, å försedd med ångpanna för tägvärming, X vakuumbroms, V vakuumrör,
| ledning för tryckluftbroms, b utrustad med bomnar för hästtransport, c beslag för trappbänkar, k inredd för köttransport.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| M | Hundratal. | | | | | | | | | |
|----|------------|----|-----|--------|-----|--|---------|----|----------|---|
| | 185 | | 186 | | 187 | | 188 | | 189 | |
| 50 | G3 b c | 15 | | G3 b c | 15 | | G3 b c | 15 | H1 k | 7 |
| 51 | " b c | " | | " b c | " | | " b c | " | " b c | " |
| 52 | " b c | " | | " b c | " | | " b c | " | " b c | " |
| 53 | " b c | " | | " b c | " | | " b c | " | " b c | " |
| 54 | " b c | " | | " b c | " | | " b c | " | " b c | " |
| 55 | " b c | " | | " b c | " | | " b c | " | " b c | " |
| 56 | " b c | " | | " b c | " | | " b c | " | " b c | " |
| 57 | " b c | " | | " b c | " | | " b c | " | " b c | " |
| 58 | " b c | " | | " b c | " | | " b c | " | " b c | " |
| 59 | " b c | " | | " b c | " | | " b c | " | " b c | " |
| 60 | " b c | " | | " b c | " | | " b c | " | " b c | " |
| 61 | " b c | " | | " b c | " | | " b c | " | " b c | " |
| 62 | " b c | " | | " b c | " | | " b c | " | " b c | " |
| 63 | " b c | " | | " b c | " | | " b c | " | Gif X++ | 8 |
| 64 | " b c | " | | " b c | " | | " b c | " | " X++ | " |
| 65 | " b c | " | | " b c | " | | " b c | " | " X++ | " |
| 66 | " b c | " | | " b c | " | | " b c | " | " X++ | " |
| 67 | " b c | " | | " b c | " | | " b c | " | " X++ | " |
| 68 | " b c | " | | " b c | " | | " b c | " | " X++ | " |
| 69 | " b c | " | | " b c | " | | " b c | " | " X++ | " |
| 70 | " b c | " | | " b c | " | | " b c | " | " X++ | " |
| 71 | " b c | " | | " b c | " | | " b c | " | " X++ | " |
| 72 | " b c | " | | " b c | " | | " b c | " | " X++ | " |
| 73 | " b c | " | | " b c | " | | " å++\V | 8 | " \| + | " |
| 74 | " b c | " | | " b c | " | | " å++\V | " | " \| + | " |
| 75 | " b c | " | | " b c | " | | " å++\V | " | " \| + | " |
| 76 | " b c | " | | " b c | " | | " å++\V | " | " \| + | " |
| 77 | " b c | " | | " b c | " | | " å++\V | " | " \| + | " |
| 78 | " b c | " | | " b c | " | | " å++\V | " | " \| + | " |
| 79 | " b c | " | | " b c | " | | " å++\V | " | " \| + | " |
| 80 | " b c | " | | " b c | " | | " å++\V | " | " \| + | " |
| 81 | " b c | " | | " b c | " | | " å++\V | " | " \| + | " |
| 82 | " b c | " | | " b c | " | | " å++\V | " | " \| + | " |
| 83 | " b c | " | | " b c | " | | " å++\V | " | " X++ | " |
| 84 | " b c | " | | " b c | " | | " å++\V | " | " X++ | " |
| 85 | " b c | " | | " b c | " | | " + b c | 14 | " X++ | " |
| 86 | " b c | " | | " b c | " | | " + b c | " | " X++ | " |
| 87 | " b c | " | | " b c | " | | " + b c | " | " X++ | " |
| 88 | " b c | " | | " b c | " | | " + b c | " | " X++ | " |
| 89 | " b c | " | | " b c | " | | " + b c | " | " X++ | " |
| 90 | " b c | " | | " b c | " | | " + b c | " | " X++ | " |
| 91 | " b c | " | | " b c | " | | " + b c | " | " X++ | " |
| 92 | " b c | " | | " b c | " | | " + b c | " | " X++ | " |
| 93 | " b c | " | | " b c | " | | " b c | 15 | G3 å++\V | " |
| 94 | " b c | " | | " b c | " | | " b c | " | " å++\V | " |
| 95 | " b c | " | | " b c | " | | " b c | " | " å++\V | " |
| 96 | " b c | " | | " b c | " | | " b c | " | " å++\V | " |
| 97 | " b c | " | | " b c | " | | " b c | " | " å++ | " |
| 98 | " b c | " | | " b c | " | | " b c | " | " å++ | " |
| 99 | " b c | " | | " b c | " | | " b c | " | " å++ | " |

| Af | Hundratal. | | | | | | | | |
|----|------------|-----|-----|----|-----|----|-----|-----|-----|
| | 190 | | 191 | | 192 | | 193 | | 194 |
| 00 | G3 | b c | 15 | G3 | b c | 15 | G3 | b c | 15 |
| 01 | " | b c | " | " | b c | " | " | b c | " |
| 02 | " | b c | " | " | b c | " | " | b c | " |
| 03 | " | b c | " | " | b c | " | " | b c | " |
| 04 | " | b c | " | " | b c | " | " | b c | " |
| 05 | " | b c | " | " | b c | " | " | b c | " |
| 06 | " | b c | " | " | b c | " | " | b c | " |
| 07 | " | b c | " | " | b c | " | " | b c | " |
| 08 | " | b c | " | " | b c | " | " | b c | " |
| 09 | " | b c | " | " | b c | " | " | b c | " |
| 10 | " | b c | " | " | b c | " | " | b c | " |
| 11 | " | b c | " | " | b c | " | " | b c | " |
| 12 | " | b c | " | " | b c | " | " | b c | " |
| 13 | " | b c | " | " | b c | " | " | b c | " |
| 14 | " | b c | " | " | b c | " | " | b c | " |
| 15 | " | b c | " | " | b c | " | " | b c | " |
| 16 | " | b c | " | " | b c | " | " | b c | " |
| 17 | " | b c | " | " | b c | " | " | b c | " |
| 18 | " | b c | " | " | b c | " | " | b c | " |
| 19 | " | b c | " | " | b c | " | " | b c | " |
| 20 | " | b c | " | " | b c | " | " | b c | " |
| 21 | " | b c | " | " | b c | " | " | b c | " |
| 22 | " | b c | " | " | b c | " | " | b c | " |
| 23 | " | b c | " | " | b c | " | H1 | k | 7 |
| 24 | " | b c | " | " | b c | " | " | b c | " |
| 25 | " | b c | " | " | b c | " | " | b c | " |
| 26 | " | b c | " | " | b c | " | " | b c | " |
| 27 | " | b c | " | " | b c | " | " | b c | " |
| 28 | " | b c | " | " | b c | " | " | b c | " |
| 29 | " | b c | " | " | b c | " | " | b c | " |
| 30 | " | b c | " | " | b c | " | " | b c | " |
| 31 | " | b c | " | " | b c | " | " | b c | " |
| 32 | " | b c | " | " | b c | " | " | b c | " |
| 33 | " | b c | " | " | b c | " | R3 | | 16 |
| 34 | " | b c | " | " | b c | " | " | b c | " |
| 35 | " | b c | " | " | b c | " | " | b c | " |
| 36 | " | b c | " | " | b c | " | " | b c | " |
| 37 | " | b c | " | " | b c | " | " | b c | " |
| 38 | " | b c | " | " | b c | " | " | b c | " |
| 39 | " | b c | " | " | b c | " | " | b c | " |
| 40 | " | b c | " | " | b c | " | " | b c | " |
| 41 | " | b c | " | " | b c | " | " | b c | " |
| 42 | " | b c | " | " | b c | " | " | b c | " |
| 43 | " | b c | " | " | b c | " | " | b c | " |
| 44 | " | b c | " | " | b c | " | " | b c | " |
| 45 | " | b c | " | " | b c | " | " | b c | " |
| 46 | " | b c | " | " | b c | " | " | b c | " |
| 47 | " | b c | " | " | b c | " | " | b c | " |
| 48 | " | b c | " | " | b c | " | " | b c | " |
| 49 | " | b c | " | " | b c | " | " | b c | " |

Tecknens betydelse: b utrustad med bommar för hästtransport, c beslag för truppbänkar, k inredd för köttransport.
Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| Nr | Hundratal. | | | | | | | | | | |
|----|------------|-----|-----|----|-----|----|-----|-----|-----|-----|----|
| | 190 | | 191 | | 192 | | 193 | | 194 | | |
| 50 | G3 | b c | 15 | G3 | b c | 15 | R3 | 16 | G3 | b c | 15 |
| 51 | " | b c | " | " | b c | " | " | " | " | b c | " |
| 52 | " | b c | " | " | b c | " | " | " | " | b c | " |
| 53 | " | b c | " | " | b c | " | " | " | " | b c | " |
| 54 | " | b c | " | " | b c | " | " | " | " | b c | " |
| 55 | " | b c | " | " | b c | " | " | " | " | b c | " |
| 56 | " | b c | " | " | b c | " | " | " | " | b c | " |
| 57 | " | b c | " | " | b c | " | " | " | " | b c | " |
| 58 | " | b c | " | " | b c | " | " | " | " | b c | " |
| 59 | " | b c | " | " | b c | " | " | " | " | b c | " |
| 60 | " | b c | " | " | b c | " | " | " | " | b c | " |
| 61 | " | b c | " | " | b c | " | " | " | " | b c | " |
| 62 | " | b c | " | " | b c | " | " | " | " | b c | " |
| 63 | " | b c | " | " | b c | " | H1 | k | 7 | b c | " |
| 64 | " | b c | " | " | b c | " | " | k | " | b c | " |
| 65 | " | b c | " | " | b c | " | " | k | " | b c | " |
| 66 | " | b c | " | " | b c | " | " | k | " | b c | " |
| 67 | " | b c | " | " | b c | " | " | k | " | b c | " |
| 68 | " | b c | " | " | b c | " | " | k | " | b c | " |
| 69 | " | b c | " | " | b c | " | " | k | " | b c | " |
| 70 | " | b c | " | " | b c | " | " | k | " | b c | " |
| 71 | " | b c | " | " | b c | " | " | k | " | b c | " |
| 72 | " | b c | " | " | b c | " | " | k | " | b c | " |
| 73 | " | b c | " | " | b c | " | G3 | b c | 15 | b c | " |
| 74 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 75 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 76 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 77 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 78 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 79 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 80 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 81 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 82 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 83 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 84 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 85 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 86 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 87 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 88 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 89 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 90 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 91 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 92 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 93 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 94 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 95 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 96 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 97 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 98 | " | b c | " | " | b c | " | " | b c | " | b c | " |
| 99 | " | b c | " | " | b c | " | " | b c | " | b c | " |

| Nr | Hundratal. | | | | | | | | |
|----|------------|--|-------------|--|--------------|--|-----------|--|-----|
| | 195 | | 196 | | 197 | | 198 | | 199 |
| 00 | G3 b c 15 | | G3 + b c 14 | | G3 + | | G3 b c 15 | | |
| 01 | " b c " | | " + b c " | | " + | | " b c " | | |
| 02 | " b c " | | " + b c " | | " + | | " b c " | | |
| 03 | " b c " | | " + b c " | | " + | | " b c " | | |
| 04 | " b c " | | " + b c " | | " + | | " b c " | | |
| 05 | " b c " | | " + b c " | | " + | | " b c " | | |
| 06 | " b c " | | " + b c " | | " + | | " b c " | | |
| 07 | " b c " | | " + b c " | | " + | | " b c " | | |
| 08 | " b c " | | " + b c " | | " + | | " b c " | | |
| 09 | " b c " | | " + b c " | | " + | | " b c " | | |
| 10 | " b c " | | " + b c " | | " + | | " b c " | | |
| 11 | " b c " | | " + b c " | | " + | | " b c " | | |
| 12 | " b c " | | " + b c " | | " + | | " b c " | | |
| 13 | " b c " | | " + b c " | | " + b c " 14 | | " b c " | | |
| 14 | " b c " | | " + b c " | | " + b c " | | " b c " | | |
| 15 | " b c " | | " + b c " | | " + b c " | | " b c " | | |
| 16 | " b c " | | " + b c " | | " + b c " | | " b c " | | |
| 17 | " b c " | | " + b c " | | " + b c " | | " b c " | | |
| 18 | " b c " | | " + b c " | | " + b c " | | " b c " | | |
| 19 | " b c " | | " + b c " | | " + b c " | | " b c " | | |
| 20 | " b c " | | " + b c " | | " + b c " | | " b c " | | |
| 21 | " b c " | | " + b c " | | " + b c " | | " b c " | | |
| 22 | " b c " | | " + b c " | | " + b c " | | " b c " | | |
| 23 | " b c " | | " + b c " | | " + | | " b c " | | |
| 24 | " b c " | | " + b c " | | " + | | " b c " | | |
| 25 | " b c " | | " + b c " | | " + | | " b c " | | |
| 26 | " b c " | | " + b c " | | " + | | " b c " | | |
| 27 | " b c " | | " + b c " | | " + | | " b c " | | |
| 28 | " b c " | | " + b c " | | " + | | " b c " | | |
| 29 | " b c " | | " + b c " | | " + | | " b c " | | |
| 30 | " b c " | | " + b c " | | " + | | " b c " | | |
| 31 | " b c " | | " + b c " | | " + | | " b c " | | |
| 32 | " b c " | | " + b c " | | " + | | " b c " | | |
| 33 | " b c " | | " + b c " | | " | | " b c " | | |
| 34 | " b c " | | " + b c " | | " | | " b c " | | |
| 35 | " b c " | | " + b c " | | " | | " b c " | | |
| 36 | " b c " | | " + b c " | | " | | " b c " | | |
| 37 | " b c " | | " + b c " | | " | | " b c " | | |
| 38 | " b c " | | " + b c " | | " | | " b c " | | |
| 39 | " b c " | | " + b c " | | " | | " b c " | | |
| 40 | " b c " | | " + b c " | | " | | " b c " | | |
| 41 | " b c " | | " + b c " | | " | | " b c " | | |
| 42 | " b c " | | " + b c " | | " | | " b c " | | |
| 43 | " b c " | | " + b c " | | " | | " b c " | | |
| 44 | " b c " | | " + b c " | | " | | " b c " | | |
| 45 | " b c " | | " + b c " | | " | | " b c " | | |
| 46 | " b c " | | " + b c " | | " | | " b c " | | |
| 47 | " b c " | | " + b c " | | " | | " b c " | | |
| 48 | " b c " | | " + b c " | | " | | " b c " | | |
| 49 | " b c " | | " + b c " | | " | | " b c " | | |

Tecknens betydelse: + dubbel skruvbroms, \ vakuumrör, | ledning för tryckluftbroms, b utrustad med bommar för hästtransport, c beslag för truppbänkar, vagnar under tillverkning.

Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| N | Hundratal. | | | | | | | | |
|----|------------|---|--------------|-------------|-------------|---|-----------|--|-----|
| | 195 | | 196 | | 197 | | 198 | | 199 |
| 50 | G3 b c 15 | | G3 # b c 14 | | G3 | | G3 b c 15 | | |
| 51 | " b c " | | " # b c " | " | " | | " b c " | | |
| 52 | " b c " | | " # b c " | " | " | | " b c " | | |
| 53 | " b c " | | " # b c " | " | " | | " b c " | | |
| 54 | " b c " | | " # b c " | " | " | | " b c " | | |
| 55 | " b c " | | " # b c " | " | " | | " b c " | | |
| 56 | " b c " | | " # b c " | " | " | | " b c " | | |
| 57 | " b c " | | " # b c " | " | " | | " b c " | | |
| 58 | " b c " | | " # b c " | " | " | | " b c " | | |
| 59 | " b c " | | " # b c " | " | " | | " b c " | | |
| 60 | " b c " | | " # b c " | " | " | | " b c " | | |
| 61 | " b c " | | " # b c " | " | " | | " b c " | | |
| 62 | " b c " | | " # b c " | " | " | | " b c " | | |
| 63 | " b c " | " | G1f # \| 10 | | " | | " b c " | | |
| 64 | " b c " | " | " # \| " | " | " ..... |  | " b c " | | |
| 65 | " b c " | " | " # \| " | " | " ..... |  | " b c " | | |
| 66 | " b c " | " | " # \| " | " | " ..... |  | " b c " | | |
| 67 | " b c " | " | " # \| " | " | " ..... |  | " b c " | | |
| 68 | " b c " | " | " # \| " | " | " b c 15 | | " b c " | | |
| 69 | " b c " | " | " # \| " | " | " b c " | " | " b c " | | |
| 70 | " b c " | " | " # \| " | " | " b c " | " | " b c " | | |
| 71 | " b c " | " | " # \| " | " | " b c " | " | " b c " | | |
| 72 | " b c " | " | " # \| " | " | " b c " | " | " b c " | | |
| 73 | " b c " | " | " # \ " | " | " b c " | " | " b c " | | |
| 74 | " b c " | " | " # \ " | " | " b c " | " | " b c " | | |
| 75 | " b c " | " | " # \ " | " | " b c " | " | " b c " | | |
| 76 | " b c " | " | " # \ " | " | " b c " | " | " b c " | | |
| 77 | " b c " | " | " # \ " | " | " b c " | " | " b c " | | |
| 78 | " b c " | " | " # \ " | " | " b c " | " | " b c " | | |
| 79 | " b c " | " | " # \ " | " | " b c " | " | " b c " | | |
| 80 | " b c " | " | " # \ " | " | " b c " | " | " b c " | | |
| 81 | " b c " | " | " # \ " | " | " b c " | " | " b c " | | |
| 82 | " b c " | " | " # \ " | " | " b c " | " | " b c " | | |
| 83 | " b c " | " | " # \ ..." H | <i>1505</i> | " b c " | " | " b c " | | |
| 84 | " b c " | " | " # \ ..." H | | " b c " | " | " b c " | | |
| 85 | " b c " | " | " # \ ..." H | | " b c " | " | " b c " | | |
| 86 | " b c " | " | " # \ ..." H | | " b c " | " | " b c " | | |
| 87 | " b c " | " | " # \ ..." H | | " b c " | " | " b c " | | |
| 88 | " b c " | " | " # \ ..." H | | " b c " | " | " b c " | | |
| 89 | " b c " | " | " # \ ..." H | | " b c " | " | " b c " | | |
| 90 | " b c " | " | " # \ ..." H | | " b c " | " | " b c " | | |
| 91 | " b c " | " | " # \ ..." H | | " b c " | " | " b c " | | |
| 92 | " b c " | " | " # \ ..." H | | " b c " | " | " b c " | | |
| 93 | " # b c 14 | | G3 # | | " b c " | " | " b c " | | |
| 94 | " # b c " | | " # | | " b c " | " | " b c " | | |
| 95 | " # b c " | | " # | | " b c " | " | " b c " | | |
| 96 | " # b c " | | " # | | " b c " | " | " b c " | | |
| 97 | " # b c " | | " # | | " b c " | " | " b c " | | |
| 98 | " # b c " | | " # | | " b c " | " | " b c " | | |
| 99 | " # b c " | | " # | | " b c " | " | " b c " | | |

| # | Hundratal. | | | | | | | | | |
|----|------------|----|-----|----|-----|----|-----|-------------------------------|-----|----|
| | 200 | | 201 | | 202 | | 203 | | 204 | |
| 00 | N3 | 16 | N3 | 16 | N3 | 16 | I3 | 16 | I3 | 16 |
| 01 | n | n | n | n | n | n | n | n | n | n |
| 02 | n | n | n | n | n | n | n | n | n | n |
| 03 | n | n | n | n | n | n | n | n | n | n |
| 04 | n | n | n | n | n | n | n | n | n | n |
| 05 | n | n | n | n | n | n | n | n | n | n |
| 06 | n | n | n | n | n | n | n | n | n | n |
| 07 | n | n | NN3 | 18 | n | n | n | n | n | n |
| 08 | n | n | n | n | n | n | n | n | n | n |
| 09 | n | n | n | n | n | n | n | n | n | n |
| 10 | n | n | n | n | n | n | n | n | n | n |
| 11 | n | n | n | n | n | n | n | n | n | n |
| 12 | n | n | n | n | n | n | n | n | n | n |
| 13 | n | n | n | n | n | n | n | n | n | n |
| 14 | n | n | n | n | n | n | n | n | n | n |
| 15 | n | n | n | n | n | n | n | n | n | n |
| 16 | n | n | n | n | n | n | n | n | n | n |
| 17 | n | n | n | n | n | n | n | n | n | n |
| 18 | n | n | n | n | n | n | n | n | n | n |
| 19 | n | n | n | n | n | n | n | n | n | n |
| 20 | n | n | n | n | n | n | n | n | n | n |
| 21 | n | n | n | n | n | n | n | n | n | n |
| 22 | n | n | n | n | n | n | n | n | n | n |
| 23 | n | n | n | n | n | n | n | n | n | n |
| 24 | n | n | n | n | n | n | n | n | n | n |
| 25 | n | n | n | n | n | n | n | n | n | n |
| 26 | n | n | n | n | n | n | n | n | n | n |
| 27 | n | n | n | n | n | n | n | n | n | n |
| 28 | n | n | n | n | n | n | n | n | n | n |
| 29 | n | n | n | n | n | n | n | n | n | n |
| 30 | n | n | n | n | n | n | n | n | n | n |
| 31 | n | n | n | n | n | n | n | n | n | n |
| 32 | n | n | N3 | 16 | n | n | n | n | n | n |
| 33 | n | n | n | n | n | n | n | n | n | n |
| 34 | n | n | n | n | n | n | n | n | n | n |
| 35 | n | n | n | n | n | n | n | n | n | n |
| 36 | n | n | n | n | n | n | n | n | n | n |
| 37 | n | n | n | n | n | n | n | n | n | n |
| 38 | n | n | n | n | n | n | n | n | n | n |
| 39 | n | n | n | n | n | n | n | n | n | n |
| 40 | n | n | n | n | n | n | n | n | n | n |
| 41 | n | n | n | n | n | n | n | n | n | n |
| 42 | n | n | n | n | n | n | S3 | Tillhör: Stockholms Distr. | n | 16 |
| 43 | n | n | n | n | n | n | n | n | n | n |
| 44 | n | n | n | n | n | n | n | n | n | n |
| 45 | n | n | n | n | n | n | n | Göteborg II n | n | n |
| 46 | n | n | n | n | n | n | n | Hk-Karls II n | n | n |
| 47 | n | n | n | n | n | n | n | Kristian II n | n | n |
| 48 | n | n | n | n | n | n | n | Malmö III n | n | n |
| 49 | n | n | n | n | n | n | n | Copenhagen III n | n | n |

Tecknens betydelse: dubbel skrufbroms och bromskur, vagnar under tillverkning.
 Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| # | Hundratal | | | | | | | | |
|----|-----------|----|-----|----|-----|----|-----|-------------------|---------------|
| | 200 | | 201 | | 202 | | 203 | Tillhör | 204 |
| 50 | N3 | 16 | N3 | 16 | N3 | 16 | S3 | Kelsinge Norra | 30 III Distr. |
| 51 | " | " | " | " | " | " | " | " | " |
| 52 | " | " | " | " | " | " | I3 | | " |
| 53 | " | " | " | " | " | " | " | " | " |
| 54 | " | " | " | " | " | " | " | " | " |
| 55 | " | " | " | " | " | " | " | " | " |
| 56 | " | " | " | " | " | " | " | " | " |
| 57 | " | " | " | " | " | " | " | " | " |
| 58 | " | " | " | " | " | " | " | " | " |
| 59 | " | " | " | " | " | " | " | " | " |
| 60 | " | " | " | " | " | " | " | " | " |
| 61 | " | " | " | " | " | " | " | " | " |
| 62 | " | " | " | " | " | " | " | " | " |
| 63 | " | " | " | " | " | " | " | " | " |
| 64 | " | " | " | " | " | " | " | " | " |
| 65 | " | " | " | " | " | " | " | " | " |
| 66 | " | " | " | " | " | " | " | " | " |
| 67 | " | " | " | " | " | " | " | " | " |
| 68 | " | " | " | " | " | " | " | " | " |
| 69 | " | " | " | " | " | " | " | " | " |
| 70 | " | " | " | " | " | " | " | " | " |
| 71 | " | " | " | " | " | " | " | " | " |
| 72 | " | " | " | " | I3 | " | " | " | " |
| 73 | " | " | " | " | " | " | " | " | " |
| 74 | " | " | " | " | " | " | " | " | " |
| 75 | " | " | " | " | " | " | " | " | " |
| 76 | " | " | " | " | " | " | " | " | " |
| 77 | " | " | " | " | " | " | " | " | " |
| 78 | " | " | " | " | " | " | " | " | " |
| 79 | " | " | " | " | " | " | " | " | " |
| 80 | " | " | " | " | " | " | " | " | " |
| 81 | " | " | " | " | " | " | " | " | " |
| 82 | " | " | " | " | " | " | " | " | " |
| 83 | " | " | " | " | " | " | " | " | " |
| 84 | " | " | " | " | " | " | " | " | " |
| 85 | " | " | " | " | " | " | " | " | " |
| 86 | " | " | " | " | " | " | " | " | " |
| 87 | " | " | " | " | " | " | " | " | " |
| 88 | " | " | " | " | " | " | " | " | " |
| 89 | " | " | " | " | " | " | " | " | " |
| 90 | " | " | " | " | " | " | " | " | " |
| 91 | " | " | " | " | " | " | " | " | " |
| 92 | " | " | " | " | " | " | " | " | 16 |
| 93 | " | " | " | " | " | " | " | " | " |
| 94 | " | " | " | " | " | " | " | " | " |
| 95 | " | " | " | " | " | " | " | " | " |
| 96 | " | " | " | " | " | " | " | " | " |
| 97 | " | " | " | " | " | " | " | " | " |
| 98 | " | " | " | " | " | " | " | " | " |
| 99 | " | " | " | " | " | " | " | " | " |

| N | Hundratal. | | | | | | | | | |
|----|------------|-------------|-----|----|---------|---------|-----------|----|-----|----|
| | 205 | | 206 | | 207 | | 208 | | 209 | |
| 00 | I3 | 16 | L4 | 13 | NN3 | 16 | NN3 | | NN3 | 18 |
| 01 | n | n | n | n | n | n | n | | n | n |
| 02 | n | n | n | n | n | n | n | | n | n |
| 03 | n | n | n | n | n | n | n | | n | n |
| 04 | n | n | n | n | n | n | n | | n | n |
| 05 | n | n | n | n | n | n | n | | n | n |
| 06 | n | n | n | n | n | n | n | | n | n |
| 07 | n | n | n | n | n | n | n | 18 | n | n |
| 08 | n | n | n | n | n | n | n | n | n | n |
| 09 | n | n | n | n | n | n | n | n | n | n |
| 10 | n | n | n | n | n | n | n | n | n | n |
| 11 | n | n | n | n | n | n | n | n | n | n |
| 12 | n | | n | n | n | 18 | n | n | n | n |
| 13 | n | | n | n | n | n | n | n | n | n |
| 14 | n | | n | n | n | n | n | n | n | n |
| 15 | n | | n | n | n | n | n | n | n | n |
| 16 | n | | n | n | n | n | n | n | n | n |
| 17 | n | | n | n | n | n | n | n | n | n |
| 18 | n | | n | n | n | n | n | n | n | n |
| 19 | n | | n | n | n | n | n | n | n | n |
| 20 | n | | n | n | n | n | n | n | n | n |
| 21 | n | | n | n | n | n | n | n | n | n |
| 22 | n | 16 (30/305) | n | n | n | n | n | n | n | n |
| 23 | n | | n | n | n | n | n | n | n | n |
| 24 | n | | | n | n | n | n | n | n | n |
| 25 | n | | | n | n | n | n | n | n | n |
| 26 | n | | | n | n | n | n | n | n | n |
| 27 | n | | | n | n | n | n | n | n | n |
| 28 | n | | | n | n | n | n | n | n | n |
| 29 | n | | | n | n | n | n | n | n | n |
| 30 | n | | | n | n | | n | n | n | n |
| 31 | n | | | n | n | | n | n | n | n |
| 32 | n | 16 | n | n | n | | n | n | n | n |
| 33 | n | n | n | n | n | | n | n | n | n |
| 34 | n | n | n | n | n | | n | n | n | n |
| 35 | n | n | n | n | n | | n | n | n | n |
| 36 | n | n | n | n | n | | n | n | n | n |
| 37 | n | n | n | n | n | | n | n | n | n |
| 38 | n | n | n | n | n | | n | n | n | n |
| 39 | n | n | n | n | n | | n | n | n | n |
| 40 | n | n | n | n | n | | n | n | n | n |
| 41 | n | n | n | n | n | | n | n | n | n |
| 42 | n | n | n | n | n | | n | n | n | n |
| 43 | n | n | n | n | n | | n | n | n | n |
| 44 | n | n | n | n | n | | n | n | n | n |
| 45 | n | n | n | n | n | | n | n | n | n |
| 46 | n | n | n | n | n | | n | n | n | n |
| 47 | n | n | n | n | n | | n | n | n | n |
| 48 | n | n | n | n | n | | n | n | n | n |
| 49 | n | n | n | n | n | | n | n | n | n |

Tecknens betydelse: dubbel skufbroms och bromskur, vagnar under tillverkning.

Siffran i andra kolumnen angifver vagnens lastförmåga i ton.

| Nr | Hundratal. | | | | | | | |
|----|------------|----|-----|----|-----------|--|-----|----|
| | 205 | | 206 | | 207 | | 208 | |
| 50 | I3 | 16 | L4 | 13 | NN3 | | NN3 | 18 |
| 51 | " | " | " | " | " | | " | " |
| 52 | L4 | 13 | NN3 | | " | | " | " |
| 53 | " | " | " | | " | | " | " |
| 54 | " | " | " | | " | | " | " |
| 55 | " | " | " | | " | | " | " |
| 56 | " | " | " | | " | | " | " |
| 57 | " | " | " | | " | | " | " |
| 58 | " | " | " | | " | | " | " |
| 59 | " | " | " | | " | | " | " |
| 60 | " | " | " | | " | | " | " |
| 61 | " | " | " | | " | | " | " |
| 62 | " | " | " | | " | | " | " |
| 63 | " | " | " | | " | | " | " |
| 64 | " | " | " | | " | | " | " |
| 65 | " | " | " | | " | | " | " |
| 66 | " | " | " | | " | | " | " |
| 67 | " | " | " | | " | | " | " |
| 68 | " | " | " | | " | | " | " |
| 69 | " | " | " | | " | | " | " |
| 70 | " | " | " | | " | | " | " |
| 71 | " | " | " | | " | | " | " |
| 72 | " | " | " | 16 | " | | " | " |
| 73 | " | " | " | " | " | | " | " |
| 74 | " | " | " | " | " | | " | " |
| 75 | " | " | " | " | " | | " | " |
| 76 | " | " | " | " | " | | " | " |
| 77 | " | " | " | " | " | | " | " |
| 78 | " | " | " | " | " | | " | " |
| 79 | " | " | " | " | " | | " | " |
| 80 | " | " | " | | " | | " | " |
| 81 | " | " | " | | " | | " | " |
| 82 | " | " | " | | " | | " | " |
| 83 | " | " | " | | " | | " | " |
| 84 | " | " | " | | " | | " | " |
| 85 | " | " | " | " | " | | " | " |
| 86 | " | " | " | " | " | | " | " |
| 87 | " | " | " | " | " | | " | " |
| 88 | " | " | " | " | " | | " | " |
| 89 | " | " | " | " | " | | " | " |
| 90 | " | " | " | " | " | | " | " |
| 91 | " | " | " | " | " | | " | " |
| 92 | " | " | " | " | " | | " | " |
| 93 | " | " | " | " | " | | " | " |
| 94 | " | " | " | " | " | | " | " |
| 95 | " | " | " | " | " | | " | " |
| 96 | " | " | " | " | " | | " | " |
| 97 | " | " | " | " | " | | " | " |
| 98 | " | " | " | " | " | | " | " |
| 99 | " | " | " | " | " | | " | " |

Summarisk förteckning

öfver befintliga vagnar den 1 Januari 1905.

A. Person-, post-, fäng- och resgodsvagnar.

| | | | | Vagnsslag. | Däraf försedda med | | | | | | | | | | Slopade. | | | |
|----|------|--|--|------------|--|-----|----|-----|-----|----------------------|-----|----|-----|-----------------|----------|------------------|---|------------------|
| | | | | | totalsumma, | | | | | under föregående år, | | | | | | | | |
| | | | | | under år 1904. | | | | | längzhalkar af tri. | | | | | | | | |
| | | | | | gatogäng. | 2 | 14 | 13 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | | |
| | | | | | fotogenlysing. | — | — | — | — | 5 | 3 | 3 | 3 | 3 | 3 | | | |
| | | | | | elektrisk belysning. | — | — | — | — | 5 | 5 | 5 | 5 | 5 | 5 | | | |
| | | | | | gastlysing. | 5 | 15 | 15 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | | | |
| | | | | | frictionsbroms. | — | — | — | — | — | — | — | — | — | — | | | |
| | | | | | vakuumrör. | — | — | — | — | — | — | — | — | — | — | | | |
| | | | | | vakumbroms. | — | — | — | — | — | — | — | — | — | — | | | |
| | | | | | dubbel skruvbroms. | — | — | — | — | — | — | — | — | — | — | | | |
| | | | | | enkel skruvbroms. | — | — | — | — | — | — | — | — | — | — | | | |
| | | | | | Antal af hvarje underlittra. | 5 | 3 | 2 | 5 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | | |
| | | | | | Antal af hvarje hufvud-littera. | 5 | 8 | 2 | 5 | 16 | 75 | 75 | 75 | 75 | 75 | 75 | | |
| A | | | | | Salongvagnar | — | — | — | — | — | — | — | — | — | — | — | | |
| | A02 | | | | I klass personvagnar | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | |
| | A03 |  |  |  | ..... | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | |
| | A2 |  |  |  | ..... | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | |
| | A3 |  |  |  | ..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | |
| | A4 |  |  |  | ..... | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | |
| AB | | | | | Kombinerade I och II klass personvagnar... | 86 | 82 | 86 | 86 | 86 | 75 | 75 | 75 | 75 | 75 | 75 | | |
| | AB01 |  |  |  | ..... | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | | |
| | AB02 |  |  |  | ..... | 6 | 2 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | | |
| | AB03 |  |  |  | ..... | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | |
| B | | | | | II klass personvagnar | 246 | 29 | 168 | 48 | 192 | 6 | 2 | 183 | 120 | 3 | 33 ²⁾ | | |
| | B01 |  |  |  | ..... | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | |
| | B02 |  |  |  | ..... | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | | |
| | B03 |  |  |  | ..... | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | | |
| | B1a |  |  |  | ..... | 29 | 2 | 2 | 27 | 24 | 2 | 2 | 29 | 29 | 29 | 29 | | |
| | B1b |  |  |  | ..... | 9 | — | — | 9 | 4 | — | — | 9 | 9 | 9 | 9 | | |
| | B2a |  |  |  | ..... | 5 | — | 5 | — | 5 | — | 5 | 5 | 5 | 5 | 5 | | |
| | B2b |  |  |  | ..... | 50 | — | 50 | — | 50 | — | 50 | 50 | 50 | 50 | 50 | | |
| | B3a |  |  |  | ..... | 33 | — | 33 | — | 33 | — | 33 | — | — | — | — | | |
| | B3b |  |  |  | ..... | 33 | — | 33 | — | 33 | — | 33 | — | — | — | — | | |
| | B4a |  |  |  | ..... | 5 | — | — | 4 | 5 | — | — | — | — | — | — | | |
| | B4b |  |  |  | ..... | 18 | — | 2 | 4 | — | — | — | — | — | — | — | | |
| | B5 |  |  |  | ..... | 12 | — | 12 | — | 12 | — | — | — | — | — | — | | |
| | B6a |  |  |  | ..... | 7 | — | — | — | — | — | — | — | — | — | — | | |
| | B6b |  |  |  | ..... | 5 | — | — | 4 | — | — | — | — | — | — | — | | |
| | B7a |  |  |  | ..... | 1 | — | — | — | — | — | — | — | — | — | — | | |
| | B7b |  |  |  | ..... | 6 | — | 2 | — | — | 4 | — | — | — | — | — | | |
| | B7e |  |  |  | ..... | 6 | — | 2 | — | — | 2 | — | — | — | — | — | | |
| BC | | | | | Kombinerade II och III klass personvagnar | 158 | 88 | 10 | 106 | 28 | 122 | 1 | 4 | 150 | 148 | 1 | 3 | 25 ³⁾ |
| | BC01 | | | | | 68 | 68 | 68 | — | 68 | — | — | 68 | 68 | — | — | — | |
| | BC02 | | | | | 11 | 11 | 11 | — | 11 | — | — | 11 | 11 | — | — | — | |
| | BC03 | | | | | 2 | 2 | — | — | — | — | — | 2 | — ⁴⁾ | — | — | — | |

¹⁾ Dessa 3 äro äfven försedda med Westinghousebroms. ²⁾ Häraf en litt. B6c och en litt. B6d. ³⁾ Häraf 5 st. litt. BC8. ⁴⁾ Plattform å ena gafveln.

Vagnsslag.

| | | Därav försedda med | | | | | | | | | | Slopade. |
|--------|--|--|-----|-----|------------------|-----------------|-----|----|----|-----|-----|----------|
| | | totalsumma, under föregående år, under år 1901. | | | | | | | | | | |
| | | längdhakar af trä, plattformar, genomgång, fotogenbelysning, elektrisk belysning, gasbelysning, friktionsbroms, vakuumrör, vakuumbroms, dubbel skruvbroms, enkel skruvbroms, | | | | | | | | | | |
| | | Antal af hvarej hufvud-littera. | | | | | | | | | | |
| | | Antal af hvarej underlittera. | | | | | | | | | | |
| B | BC04 | 5 | 5 | — | 5 | — | 5 | — | 5 | 5 | — | 1 |
| | BC1 | 50 | — | — | 10 | 26 | — | 28 | — | 50 | 50 | — |
| | BC1b | 4 | 2 | — | 2 | — | — | — | 1 | 4 | 4 | — |
| | BC3 | 10 | — | 10 | 10 | — | — | 10 | — | 10 | 10 | — |
| | BC6 | 6 | — | — | — | 2 | — | — | — | — | — | 1 |
| | BC7 | 2 | — | — | — | — | — | — | 2 | — | — | — |
| | BD | Kombinerade II klass och postvagnar..... | | | | | | | | | | 1 |
| BF | BD3 | 1 | — | — | — | 1 | — | — | — | — | — | — |
| | BF0 | 18 | 18 | — | 18 | — | — | 18 | — | 18 | 18 | — |
| C | CIII | III klass personvagnar | | | | | | | | | | 476 |
| C | C01 | 199 | 107 | 165 | 235 | 4 | 167 | 20 | 2 | 400 | 493 | 10 |
| | C02 | 42 | 42 | — | 42 | — | — | 42 | — | — | 42 | 42 |
| | C03 | 8 | 8 | — | 8 | — | — | 8 | — | — | 8 | 8 |
| | C04 | 1 | 1 | — | — | — | — | — | — | — | 1 | — |
| | C05 | 4 | 4 | — | 4 | — | — | 4 | — | — | 4 | 4 |
| | C1 | 22 | 22 | — | 22 | — | — | 22 | — | — | 22 | 22 |
| | C2a | 71 | 12 | — | 30 | 38 | 4 | — | 10 | 71 | 71 | — |
| | C2b | 8 | 5 | 2 | 1 | 6 ³⁾ | — | 7 | — | — | 7 | 7 |
| | C2c | 151 | 83 | 18 | — | 146 | — | 10 | — | — | 151 | 151 |
| | C3 | 4 | 3 | 1 | — | 2 | — | — | — | — | — | 4 |
| | C4 | 74 | — | 74 | 44 | 30 | — | 74 | — | — | 74 | 74 |
| | C5 | 10 | — | 10 | 10 | — | — | — | — | 10 | 10 | — |
| | C6a | 10 | — | — | — | 10 | — | — | — | 10 | 10 | — |
| | C6b | 30 | 13 | — | 3 | — | — | — | 10 | — | — | 6 |
| | C6c | 8 | 6 | 2 | — | — | — | — | — | — | — | 5 |
| | C7 | 16 | — | — | 1 | 3 | — | — | — | — | — | 2 |
| | CD, DC | 17 | — | — | — | — | — | — | — | — | — | 10 |
| | Kombinerade III klass och postvagnar | | | | | | | | | | 61 | 8 |
| CD, DC | CD1 | 1 | — | — | 55 | — | 28 | 2 | 2 | 3 | 43 | — |
| | CD2 | 2 | — | — | — | 2 | — | — | 2 | 2 | 2 | — |
| | CD6a | 10 | — | — | 9 | — | 2 | — | — | 1 | 10 | — |
| | CD6b | 12 | — | — | 9 | — | — | — | — | — | — | 5 |
| | DC1a | 6 | 1 | — | 4 | — | — | 2 | — | — | — | 3 |
| | DC1b | 16 | — | — | 16 | — | 12 | — | — | 16 | — | — |
| | CF | 15 | — | — | 15 | — | 14 | — | — | 15 | — | — |
| CF | Kombinerade III klass och resgodsvagnar... | 28 | 28 | — | 22 ²⁾ | 6 | — | 22 | — | 6 | 28 | 28 |
| | CF0 | 22 | 22 | — | 22 | — | — | 22 | — | — | 22 | 22 |
| | CF1 | 6 | 6 | — | 6 | — | — | — | 6 | 6 | 6 | — |
| D | Postvagnar | 36 | — | — | 36 | — | 32 | — | — | 1 | — | 10 |
| D | D1 | 29 | — | — | 29 | — | 29 | — | — | 1 | — | 1 |
| | D2a | 4 | — | -- | 4 | — | — | — | — | — | — | 9 |
| | D2b | 3 | — | — | 3 | — | 3 | — | — | — | — | 9 |

¹⁾ Plattform af ena gefvete. ²⁾ Två af dessa vagnar är äfven försedda med Westinghousebroms. ³⁾ En vagn är försedd med ledning för tryckluftbroms. ⁴⁾ Häraf 1 st. litt. C8. ⁵⁾ Häraf 6 st. litt. C8. ⁶⁾ Häraf 7 st. litt. C8.

B. Godsvagnar.

1) 1 vagn litt. F1 är försedd med ångpanna för tågvärme.

2) 24 vagnar » G1 äro försedda med ångpannor för tågvärme.

$$3) \quad 6 \quad n \quad n \quad G_4 \quad n \quad n \quad n \quad n \quad n \quad n \quad n$$

4) 26 n n G3 n n n n n n n

⁵⁾ 4 st. vagnar lito. G2 äro försedda med ledning för tryckluftbroms.

6) 20 " " " Gif " " " " " "

7) Häraf en litt. F4.

4) 26 n n G3 n n n n n n n

* I denna summa äro 6 st. vagnar tillhörande Örebro-Svartå järnv.

* I denna summa åro 6 st. vagnar tillhörande Örebro-Svartå järnv.

Vagnsslag.

| Huvudlittera. | Underlittera. | | Antal af hvarje underlittera. | Däraf försedda med | | | | | | | | | | Slopade | | | | |
|---------------|---------------|--|-------------------------------|-----------------------|------------|-----------------------|------------|------------|--------------|-----------------|-----------|-------------------|------------------|-------------|----------------------|-----------------|-----------|-------------------|
| | | | | | | | | | | | | | | totalsumma. | under föregående år. | under år 1904. | | |
| | | | | Förändrade till litt. | Ni-vagnar. | Förändrade till litt. | Li-vagnar. | Vakuumrör. | Vakuumbrons. | Friktionsbrons. | Bromskur. | Dubbol skruvboms. | Onkel skruvboms. | Vakuumrör. | Vakuumbrons. | Friktionsbrons. | Bromskur. | Dubbol skruvboms. |
| K | I2 | | 59 | 8 | — | — | — | — | — | — | — | — | — | — | 1 | 1 | 1 | 1 |
| | I3 | | 1,531 | — | 411 | 411 | — | — | — | — | — | — | — | — | — | 1 | 1 | 1 |
| | I4 | | 1 | — | — | — | — | — | — | — | — | — | — | 267 | — | 2 | 3 | 5 |
| L | | Virkesvagnar med svängel | 717 | 123 | — | — | — | — | — | — | — | — | — | — | — | 107 | 107 | 107 |
| | K1 | | 697 | 123 | — | — | — | — | — | — | — | — | — | — | 2 | 3 | 5 | 5 |
| | K2 | | 20 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| M | L | Träkolsvagnar | 237 | — | 50 | 50 | 5 | — | — | — | — | — | — | 27 | 84 | — | — | — |
| | L1 | | 73 | — | — | — | — | — | — | — | — | — | — | — | — | — | 2 | 2 |
| | L2 | | 12 | — | — | — | — | — | — | — | — | — | — | 2 | 84 | — | — | — |
| N | L3 | | 2 | — | — | — | — | — | — | — | — | — | — | 25 | — | — | 3 | 3 |
| | L4 | | 150 | — | 50 | 50 | — | — | — | — | — | — | — | — | — | — | — | — |
| | M0 | Malmvagnar | 1,164 | 1,164 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| NN | M1 | | 20 | 20 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | M2 | | 670 | 670 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | N0 | Virkesvagnar med väggar | 5,112 | 1,321 | 90 | 444 | — | — | — | — | — | — | — | — | 2 | 18 | 20 | 20 |
| NN | N1 | | 4 | 4 | — | — | — | — | — | — | — | — | — | — | 2 | 18 | 20 | 20 |
| | N2 | | 4,633 | 1,317 | — | 354 | — | — | — | — | — | — | — | — | — | — | — | — |
| | N3 | | 475 | — | 90 | 90 | — | — | — | — | — | — | — | — | — | — | — | — |
| O | NN1 | Virkesvagnar utan väggar | 1,176 | — | 12 | 130 | 142 | — | — | — | — | — | — | — | — | 1 | 1 | 1 |
| | NN2 | | 449 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | NN3 | | 102 | 12 | — | 12 | — | — | — | — | — | — | — | — | — | — | — | — |
| P | NN3 | | 625 | — | 130 | 130 | — | — | — | — | — | — | — | — | — | — | — | — |
| | O1 | Småkreatursvagnar | 23 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | O2 | | 15 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| P | P1 | Grusvagnar | 67 | 8 | — | — | — | — | — | — | — | — | — | — | 492 | — | 4 | 4 |
| | P2 | | 67 | 67 | 8 | — | — | — | — | — | — | — | — | 492 | — | 4 | 4 | 8 |
| | P3 | Specialvagnar | 29 | — | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| Q | Q1 | Kanonen | — | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | Q2 | Kran | — | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | Q3 | Lustning | — | 4 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| R | Q4 | Gassverk | — | 17 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | Q5 | Gipsersimpren | — | 2 | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — |
| | Q6 | förlävavarvagn | — | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| S | R1 | Kälkvagnar | 349 | — | 104 | — | 104 | — | — | — | — | — | — | 1 | — | — | — | — |
| | R2 | | 269 | 104 | — | 104 | — | — | — | — | — | — | — | 1 | — | — | — | — |
| | R3 | | 80 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| S | S1 | Vagnar för tungt eller skrymmande gods | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | S2 | | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

Summa godsvagnar 17,535*

4,128 1102 1151 7 53 123 906 90 16 571 587

*) 1,001 malmvagnar är försedda med Westinghousebroms, 94 st. med Newyorkbroms och 69 stycken med rörledning för tryckluftbroms. Utgångna littera: f. d. I3 20 st.; f. d. K3 155 st.; f. d. P2 60 st., alla sloopade.

* I denna summa är 59 st. vagnar tillhörande Örebro-Svartå järnvägsaktiebolag samt 270 st. malmvagnar tillhörande Bergverksaktiebolaget Freja, Luossavaara-Kiirunavaara Aktiebolag och Trafikaktiebolaget Grängesberg-Oxelösund ej inbegripna.

Turering för lasttrafikport finns i Göteborg till 1/2 ly vagnar, varje vogn beräknas rymma 16 personer.

Godsvagnar litt. G1, som kunna apteras för persontransport.

50 st. N:r 13568—13577 med broms samt nr 13578—13597 och 13603—13622 utan broms. (rymmer 34 man)

Dessa vagnar är försedda med löstagbara värmecapparater.

~~Sommarvagnsinredning.~~

60 satsar af S.J. modell, passande till vagnar litt. N1 ~~nr 0100—0104~~, härav 58 st. i Tomteboda och 2 st. i Luleå.
 10 " " VKB " , " " " " N1 (af GHB.modell) och förvarade i Göteborg.
 50 " " S.J. " , " " " " G.

*med 17,3 levne golfsyta odel
varvad med nisslämmar
utan broms af 9000 last*

Truppinredning.

993 satser truppvagnsinreden å 40 sittplatser för litt. G1- och G3-vagnar sanit
 185 " " " 32 " " " G2- och G4-vagnar finns vid distriktsens förråd.

Hästinredning och beslag för truppbanckar.

| | |
|--|---------|
| Litt. G1-vagnar, försedda med endast fasta hästbommar | 3 st. |
| " G2- " " " " lösa hästgrindar..... | 406 " |
| " G4- " " " " " " | 57 " |
| " G1- " " " " beslag för truppbanckar | 457 " |
| " G2- " " " " " " | 1,040 " |
| " G4- " " " " " " | 20 " |
| " G1- " " " " fasta hästbommar jämte beslag för truppbanckar 732 " | 732 " |
| " G2- " " " " " " | 51 " |
| " G3- " " " " " " | 1,734 " |

Lösa kollämmar.

| | | |
|--------------|---------------------------------------|--|
| 1,300 satser | 600 satser, rymmande hvardera 440 hl. | |
| | 80 " " " " 435 " | |
| | 590 " " " " 400 " | |
| | 30 " " " " 395 " | |

Snöplogar på hjul.

| | |
|---|--------------|
| Österrikisk modell (litt. A) | 2 st. |
| Amerikansk " (litt. B) | 17 " |
| Svensk " s. k. vingplogar (litt. C) | 38 " |
| | Summa 57 st. |

-----♦-----

2 mobiliseringsgrader 500
3 " 800. (maximum)

